BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-2C-130
VOLUME 3, ADDENDA A

1 APRIL 2000

Flying Operations

C-130 OPERATIONS CONFIGURATION/ MISSION PLANNING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ AMC/DOV
(CMSgt Tom Finnegan)
Supersedes MCI 11-258, 21 March 1997

Certified by: HQ USAF/XOO
(Maj Gen Michael S. Kudlacz)
Pages: 71
Distribution: F

This supporting instruction implements AFPD 11-2, *Aircraft Rules and Procedures*. It establishes policy for the basic configurations for C-130E(H)/H/(K)H/(L)H and WC-130 aircraft to safely and successfully accomplish their worldwide mobility missions. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This instruction applies to Air National Guard (ANG) and Air Force Reserve (AFRC) Units.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management System (AFORMS) covers required information. The Paper Work Reduction Act of 1974 as amended in 1996 affects this instruction. Maintain and dispose of records created as a result of processes described in this publication in accordance with AFMAN 37-139, *Records Disposition Schedule*.

This document is new and must be completely reviewed.

Chapter 1

POLICY

1.1. General. This instruction establishes basic cargo compartment configuration, standard equipment, and location of such equipment aboard the C-130E(H)/H/(K)H/(L)H and WC-130 aircraft. Personnel using this instruction should be aware of the infinite number of available variations. Some C-130 aircraft have additional equipment installed that may affect configuring the aircraft as listed. The cargo compartment limitations listed herein are the most typical encountered in day-to-day operations. For operational planning purposes, each configuration has an average time annotated and number of personnel to configure the airplane. The times quoted are approximate figures and are configuration times only. They do not include de-configuration times. (For example, to reconfigure from a P-1 configuration, 92 sidewall and center aisle seats to a C-1 configuration (clean floor) requires more than one-half hour for one person, which is the time allocated to configure a C-1 configuration.)

1.2. Responsibility. Personnel engaged in planning operations must consider the most appropriate configuration that satisfies mission requirements and permits the minimum amount of variations and man-hours to change. USAF units performing services on the C-130 aircraft (i.e., maintenance, aerial port, and life support) are responsible for configuring the aircraft IAW this instruction and as outlined in mission directives, to include the stowage/installation of the equipment IAW the configuration and equipment tables outlined herein. To support P-1, TAP-1, CP-2 through CP-5 configurations (including modifications), units will ensure local procedures are developed to determine installation requirements of these configurations. For the CP-2 through CP-5 configurations, the sidewall seats will be stowed to facilitate preflight of the dual rails and then lowered by aircrew with maintenance assistance. The aircrew will normally accomplish other configurations with assistance by maintenance personnel. Aircrew personnel, during preflight, will ensure that required mission equipment has been provided and is properly installed. When the aircraft configuration is not completed prior to aircrew show time, the crew loadmaster will assist in the completion of the configuration, after accomplishing required predeparture duties (i.e., preflight, loading, etc.). Items that can be corrected without maintenance assistance (i.e., seat belts, seat hooks, etc.) will be corrected by the loadmaster. Loadmasters have overall responsibility for configuration management and proper installation of equipment on the aircraft.

1.3. Standard Configuration Codes. Use the following codes when referring to C-130 cargo compartment configurations. The number that identifies the configuration capability will follow the letter code (i.e., TAC-2).

1.3.1. A* - Armor Equipped Aircraft

1.3.2. AE - Aeromedical Evacuation

1.3.3. C - Cargo

1.3.4. CP - Cargo and Passengers

1.3.5. P - Passengers

1.3.6. TAP - Tactical Airdrop Paratroop

1.3.7. TAC - Tactical Airdrop Cargo

1.3.8. DV - VIP support flights, etc.

1.3.9. WX - Weather

1.3.10. NASA - National Aeronautics and Space Administration

1.4. Modifications. The configuration codes of this instruction may, if necessary, require modifications for a specific mission. Each modification must be carefully evaluated prior to mission operation to ensure maximum flight safety and compatibility with aircraft equipment. Each mission directive will identify the basic configuration by code and the modification, if necessary, to satisfy the mission requirement. For example, an aeromedical evacuation mission may require more litters than available in configuration AE-1. Consult the appropriate configuration charts to determine at what location the desired additional litters can be installed and which seats must be removed. Indicate in the mission directive, by position (left or right, and number) which seats are to be deleted and (by alphabetical position) the litter tier provisions to be installed; i.e., configuration AE-1(Mod), remove seats 12, 13, 14, and 15 left and right, install litter tier provisions C and D.

1.5. Weight and Balance. Configuration equipment and necessary supply changes to conduct airlift missions affect the weight and balance of the aircraft. To standardize equipment and the location of the equipment, items shown in **Table 2.1.** will be included in the basic weight of the aircraft and remain on the aircraft except for maintenance and inspection. Equipment listed in **Table 1.1.** and **Table 2.2.** will be added as necessary and entered in references 5, 6, or 7 of DD Form 365-4, **Weight and Balance Clearance Form F-Transport/Tactical**. For simplicity, the loadmaster/drop sonde operator will, when preparing the DD Form 365-4, enter the weight contained in the required equipment table for the applicable configuration. Adjustments will be made when the actual on board weight of these items vary from the data shown. DD Form 365-4 will be completed IAW instructions in Chapter 5.

1.6. Distribution. Commanders are responsible for bringing this publication to the attention of affected personnel. At least one copy of this instruction will be maintained in each C-130 squadron operations section. It will be readily accessible to operations and aircrew personnel. Additional distribution will be, one each, as follows:

1.6.1. All levels of Staff operations

1.6.2. All levels of aircrew standardization offices

1.6.3. Command posts/operations centers/airlift coordination centers/airlift control squadrons

1.6.4. Air terminal operations center

1.6.5. Squadron and port operations officer

1.6.6. Air freight management

1.6.7. Aircraft maintenance squadron commanders, Dash 21 mission equipment sections, and quality control and aircrew life support sections

1.6.8. Aerial Delivery Support Flight/Branch

1.6.9. One located in the supplemental weight and balance handbook binder on each aircraft

1.7. Revisions: Send comments and suggested improvements to this instruction IAW AFI 11-2C-130V3, *C-130 Operations Procedures*, Paragraph 1.7.

1.8. Supplements. Subordinate unit supplements to this instruction that change the basic policies, procedures, or formats prescribed herein are prohibited.

1.9. References.

1.9.1. T.O. 1C-130E(H)/H/(K)H/(L)H-1, *Flight Manual*

1.9.2. T.O. 1C-130E-5, *Basic Weight Checklists and Loading Data*

1.9.3. T.O. 1C-130A-9, *Cargo Loading Manual*

1.9.4. T.O. 1C-130A-21, *Equipment Inventory List, C-130 Airplanes*

1.9.5. T.O. 1-1B-50, *Basic Technical Order for USAF Aircraft Weight and Balance*

1.9.6. T.O. 1C-1-71, *Listing of Cargo Tiedown Equipment Authorized for all Series Cargo Aircraft*

1.9.7. AFI 11-302, *Maintenance and Configuration Requirements for Aircrew and Aircraft Installed Life Support Equipment (LSE)*

1.9.8. AFI 11-2C-130, Volume 3, *C-130 Operations Procedures*

1.10. Aircraft Life Support Equipment (LSE) Configuration. Configure aircraft as listed in **Table 1.1.** Additional equipment will be added as depicted in the **Table 1.1.** Notes and specific aircraft configuration. During aircraft contingency/deployment generations, it is imperative aircraft deploy with the full minimum complement of LSE. This equipment must be at forward operating locations to allow maximum mission flexibility when aircraft are away from home station.

Table 1.1. Aircraft Life Support Equipment Configuration.

Minimum Required Equipment	Routine	Contingency/ Deployment	PDM Input (Note 9)	Permanent Transfer (Note 10)
Body Armor	0	6	0	0
Emergency Escape Breathing Device (EEBD) or Protective Breathing Equipment (PBE) (Note 2)	6	6	6	6
Emergency Passenger Oxygen System (EPOS) (Note 3)	40	60	0	60
Harness, Restraint, PCU-17/P (Note 12)	3	3	2	3
Kit, Passenger Demonstration (Note 11)	1	1	0	1
Kit, Survival, ML-4 (Note 7)	6	6	0	6
Life Preserver, Adult-Child (A/C) (Note 5)	40	60	0	60
Life Preserver, LPU-6/P (Infant cot)	4	4	0	4
Life Preserver, LPU-2/P or -10/P (Note 6)	6	6	0	6
Life Preserver MB-1 (Casualty)	2	2	0	2
Mask, 358-series w/goggles	4	4	4	4
Mask, Firefighter, smoke (Note 1)	2	2	2	2
Protective Clothing Kit (PCK)	1	1	0	1
Parachute, BA-18M/BA-22 (Note 4)	6	6	5	6
Survival Vest (Note 4)	6	6	5	0
Suit, Anti-Exposure, CWU-16/P (Note 8)	6	6	0	6

NOTES:

1. P/N 358-1506 series oxygen mask with goggles attached is the preferred smoke and fume protection for aircrew personnel. Firefighters smoke masks may be used until 358-series oxygen masks and goggles are available. Smoke masks will not be placed on the flight deck.
2. Four EEBDs or PBEs will be placed on the flight deck and two in the cargo compartment. For AE missions, five additional EEBDs or PBEs are required in the cargo compartment.
3. EPOS is the preferred passenger oxygen, smoke, and fume protection. POKs may be used as a substitute until EPOS is available. As a minimum, each aircraft will have one EPOS per passenger regardless of planned flight altitude. If POKs are used, the kits need only be positioned on the aircraft and distributed to each passenger for scheduled flights above FL250. Preposition additional EPOS or POKs for increased scheduled passenger loads. Mixing of EPOS and POKs on the same aircraft is not authorized. EPOS or POKs are not required when flying local training missions and passengers are not aboard aircraft.
4. Parachutes and survival vests are required on all missions. One parachute and survival vest per crewmember will be pre-positioned aboard the aircraft during increased scheduled crew loads. Primary crewmembers scheduled to enplane enroute will also have a parachute pre-positioned on the aircraft for their use. Place two additional parachutes for airdrop TAP-1 through A*TAP-3 configurations for Army personnel use.
5. The A/C LPU is the preferred LPU. Preposition additional LPUs to meet increased scheduled passenger loads. As a minimum, each aircraft will have one LPU for each passenger. LPU-2/P or -10/P LPUs are a suitable substitute for the A/C LPU for passenger use until A/C LPUs are available. If LPU-2/P or -10/P LPUs are used, these LPUs are pre-fitted to passengers prior to takeoff.
6. LPU-2/P or -10/P LPUs are required to integrate with LSE and are designed for use by aircrew personnel. Preposition additional LPUs for increased scheduled crew loads. A/C LPUs are not compatible for use with parachutes and survival vests and must not be used as a substitute for these LPUs.
7. Only required on scheduled overwater flights. Quantities will match quantities of parachutes aboard the aircraft.
8. Only required on scheduled overwater flights.
9. Aircraft flying overwater to PDM will load one 20-person life raft, five ML-4 kits, five LPU-2/P or -10/P LPUs, and five anti-exposure suits to support crewmembers, as required.
10. For inter- and intra-command transfer of aircraft, position LSE on each aircraft IAW permanent transfer configuration. Do not transfer aircraft with less than the required equipment. The losing organization will make up any necessary shortages from on-hand assets to ensure transferring aircraft has required equipment.
11. Life support demonstration kit will include demonstration life support equipment mirroring all onboard individually issued passenger equipment (i.e., LPUs, EPOS, oxygen masks, etc.). Do not include LPU-6/P (infant cot) or MB-1 LPUs as part of demonstration kit.
12. WC-130 aircraft only require 2 restraint harnesses.

Chapter 2

CONSOLIDATED EQUIPMENT TABLES

2.1. General . Configure all models of C-130 aircraft with the equipment listed in **Table 2.1.** Include this equipment in the aircraft basic weight. Items listed in **Table 1.1.** and **Table 2.2.** are added, as necessary, to attain a specific configuration and/or comply with mission directives.

Table 2.1. Standard Equipment.

Item	Equipment	Quantity	Location
1	AC generator pad (not required on airplanes 69-10934 and up and H model airplanes)	1	FS 275
2	ADS pendulum pivot arm cover (Not installed on WC-130 airplanes)	1	Stowed on pivot arm.
3	Air conditioning plugs	2	Secured A/R when not installed.
4	Anchor cables with reels (Not installed on WC-130 airplanes)	4	Two cables are installed in cargo compartment and two cables with four reels are stowed on the rack at FS 891 left/right side.
5	Anchor cable support braces (Not installed on LC/WC-130 airplanes)	4	Stowed immediately aft of right paratroop door, over auxiliary truck loading ramps (E and early H). Stowed aft of left paratroop door (H models AC 83-0486 and up).
6	ATM air intake plug	1	Misc. stowage box, aft of right troop door
7	Auxiliary ground loading ramps	2 WC130, as required	Stowed in bin in the cargo door (WC-130 airplanes tied down flat on cargo ramp)
8	Auxiliary truck loading ramps (Not installed on WC-130 airplanes)	2	Stowed immediately aft of right paratroop door (E and early H). Immediately aft of latrine (H model AC 83-0486 and up).
9	Avfuels identiplate	1	Stowed in single point refueling door.
10	Axe, hand emergency	2	As prescribed by applicable flight manual.
11	Belt, seat safety	2 sets per two-man seat, 1 set per one-man seat	Installed/stowed with each seat aboard the aircraft.
12	Black out curtains (Not installed on WC-130 airplanes)	14	One in each pocket in soundproofing near the windows.
13	Containers, liquid (2gal)	2	Stowed in galley.
14	Chain, tiedown 10,000 LB	34	Stowed in bins aft of left and right paratroop doors. (Note 1) (Note 4)
15	Chain, tiedown 25,000 LB (Not installed on WC-130 airplanes)	6 (LC-130 have 4)	Stowed in container at FS 840 right side. (Note 1)
16	Crew rest facilities, bunk with mattress and ladder (WC-130 airplanes only)	3	One at right scanner seat and two at left wheel well.
17	Cup, food warming	1 (WC-130 have 2)	Located in galley
18	Device, tiedown 10,000 LB	34	Stowed in bracket FS 245,790 left side, and FS 925 right side. (Note 1) (Note 4)
19	Device, tiedown, 25,000 LB	6 (LC-130 have 4)	Stowed in rack at FS 800 right side. (Note 1)

Item	Equipment	Quantity	Location
20	Dual rail kit A/A32H-4/A (Not installed on WC-130 airplanes except 64-4866, 65-0977, 65-0967, and 65-0985	1	Cargo compartment.
21	Ear plugs	1 box	Stowed in galley container.
22	Engine intake & exhaust plugs	4 & 4	Left sidewall or overhead racks/"N" compartment or as required.
23	Extinguisher, fire	4	As prescribed by applicable flight manual.
24	Firefighter's smoke mask	0/2	Attached to portable oxygen harness.
25	Fluid, hydraulic	21 quarts	Stowed in cargo net box on left side of cargo ramp.
26	Fuel tank drain tube	1	Stowed in overhead bracket at FS 970(E/H).
27	Ground wires	2	Stowed in bin on right side FS 743.
28	Guard assembly, ramp/aft cargo door actuator	2/1or2	Stowed in aft cargo door.
29	Hand crank, landing gear	2	FS 495 left and right side.
30	Interphone cord, 2 75-foot and 1 50-foot cord	3 (WC-130 have 1 each)	One installed at each compartment interphone receptacle. (Note 2)
31	Jack and tow fittings	2	Stowed in container immediately aft of right paratroop door.
32	Jack pads	1 set	Stowed on bulkhead at FS 245 right side.
33	Jump platforms, paratroop (Not installed on LC/WC-130 airplanes)	1 set	Stowed on round structural bars left and right side at FS 747.
34	Kit, First aid aeronautical	6 (WC-130 have 10)	Two in cockpit and four on cargo compartment sidewalls. (WC-130s have 2 on flight deck, 2 in "C" compartment, 4 in "E" compartment, and one forward of each troop door)
35	Ladder, emergency escape	1	Stowed on left side forward of wheel well.
36	Ladder, maintenance	1	Stowed on emergency escape ladder or at FS 245. (Stowed on cargo ramp on WC-130 airplanes)
37	Lamp, ALDIS w/lens kit	1	Stowed in box on navigator's table.
38	Latrine curtains	2	Configured for use or stowed in cargo door left side stowage bins.
39	Life rafts	4 (WC-130 have 2)	In wing well compartments. (Note 5)
40	Life support equipment box (WC-130 only)	1	Stowed on aft side of FS 245.
41	Life support equipment stowage rack (Not installed on WC-130 airplanes except 64-4866, 65-0977, 65-0967, and 65-0985)	2 or 3	Installed forward left and right side in the cargo compartment.
42	Light, emergency exit	7/8	Adjacent to each emergency exit as prescribed by applicable flight manual. (Note 3)
43	Litter support brackets (As required on WC-130 airplanes)	296	Four installed on each outboard litter track and support strap. Five installed on each side of center seat and litter stanchion and litter strap.
44	Litter track (paratroop door) (As required on WC-130 airplanes)	2	Stowed left/right side FS 870.
45	Litter straps (outboard) (As required on WC-130 airplanes)	12	Attached to overhead supports and stowed in bags along side wall.
46	Litter straps (inboard) (As required on WC-130 airplanes)	20	Attached to overhead supports and stowed in overhead bins.
47	Lock assembly, main landing gear	2	Misc stowage box, R/H side aft of troop door.
48	Locking kit, ground security	1	Stowed as required.

Item	Equipment	Quantity	Location
49	Main landing gear emergency tiedown fixture (Some airplanes)	2 (WC-130 have 1)	Stowed on right sidewall FS 803. (Stowed in aft cargo door on WC-130 airplanes)
50	Microphone, handheld	3	One left side pilot seat, one right side copilot seat. One left bulkhead, FS 245.
51	Oil, Engine	21 qts	Stowed in cargo net box on right side of cargo ramp.(Left side on C-130H airplanes 78-0806 and up)
52	Oven	1	In crew galley.
53	Oxygen bottle, walkaround (Type MA-1)	4 (WC-130 have 7)	2 stowed in cockpit, 1 stowed on the forward bulkhead and 1 stowed aft of right wheel well. (and as required on WC-130 airplanes)
54	Paratroop retriever bar (some airplanes) (Not installed on WC-130 airplanes)	1	Stowed on litter stanchion, right side FS 623.
55	Pitot covers	2 (WC-130 have 4)	Stowage box FS 245 bulkhead or overhead rack.
56	Rack, parachute (Not installed on WC-130 airplanes)	1	Stowed in forward cargo compartment left or right side.
57	Rings, tiedown 25,000 lb. (Not installed on WC-130 airplanes except 64-4866, 65-0977, 65-0967, and 65-0985)	2	Stowed in box aft of right paratroop door/waste container.
58	Rope, emergency escape	3	One installed aft of each overhead exit in accordance with applicable flight manual.
59	Seat support brackets, wheel well	16 (WC-130 have 8)	Stowed on racks aft of wheel well. (Stowed aft of left wheel well on WC-130 airplanes)
60	Seat support, wheel well (upper)	2	Installed left and right wheel well area.
61	Seat back support beams, center aisle (upper)	8	Stowed in forward cargo compartment FS 290.
62	Seat back support beams, center aisle (lower)	8	Stowed forward of each troop door in racks at FS 655.
63	Seat back/beam support (extensions)	2	Stowed aft of the left wheel well bulkhead.
64	Sextant	1 (WC-130 have 2)	Stowed in rack on forward side bulkhead FS 245 (Aircraft prior to 93-1036). WC-130s have an additional sextant stowed on forward crew bunk ladder)
65	Snatch block, portable winching, 13,000 LB capacity (as required on WC-130 airplanes with dual rails)	1 (LC-130 have 2)	Box right side FS 245. (Stowed in cargo door on LC-130 airplanes)
66	Stanchions (litter/seat)	8 (WC-130 have 5)	Stowed in forward cargo compartment at FS 260.
67	Starter pad (WC-130 airplanes only)	1	Stowed at FS 245
68	Straps, tiedown 5,000 LB	40 (WC-130 have 30)	Twelve will be stowed in the racks at FS 370-420 left side. The remainder will be stowed in upper container in cargo door FS 960. (Note 1)
69	Sun visors	2	Stowed above pilot/copilot side windows.
70	Tank, fuselage fuel (WC-130 airplanes only)	1	In accordance with flight manual
71	Technical publications (G-file)	1 set	Stowed in cabinet at crew entrance door (Stowed aft of left or right scanners seats on WC-130 airplanes)
72	Towed Parachutist Retrieval System (TPRS) (Not installed on LC-130 airplanes)	2 sets	Stowed in Cargo door.

Item	Equipment	Quantity	Location
73	Troop seats, one-man	4 (WC-130 have 2)	Installed/stowed forward of right wheel well. (Stowed aft of left or right scanners seats on WC-130 airplanes)
74	Troop seats, two-man	44 (WC-130 have 13)	Ten seats installed forward of the wheel well, four seats installed aft of wheel well, sixteen seats stowed forward of the wheel well under the installed seats. Eight seats stowed aft of the wheel well under the installed seats. Six seats stowed behind the litter tracks on the right side at FS 350. AC 83-0846 and up, 1, 2 man seat approximately FS 370 and 400 right side behind the seat webbing. (Stowed on left side of cargo compartment on WC-130 airplanes)
75	Wheel chocks	4	Secured as required when not in use.
76	Winch, static line retriever (not installed on WC-130 airplanes)	2	Installed on aft bulkhead at FS 245.
77	Winching sheaves, external (Not installed on LC/WC-130 airplanes)	2	Box right side FS 245.
78	War readiness spare kit (WRSK) (WC-130 airplanes only)	1	Secured as required in cargo compartment.
79	Wrench, main landing gear, emergency extension	1	FS 470, left side. (Stowed at FS 437 on WC-130 airplanes)
80	"Y-Cable" assembly, static line (Not installed on WC-130 airplanes)	2	Stowed in cargo door.

NOTES:

1. Individual units may determine the number of straps, chains, and devices to be carried on local training missions; however, there will always be enough tiedown equipment for the restraint of loose equipment and emergency landing gear tiedown.
2. Airplanes modified IAW T.O. 1C-130E-560 are equipped with three intercom connections.
3. C-130H models A/C 83-0486 and up and WC-130 airplanes have eight emergency exit lights.
4. WC-130 aircraft configured as WX-1 require twenty 10,000-pound chains and devices. WC-130 aircraft configured for cargo missions should be configured with thirty-four 10,000-pound chains and devices.
5. WC-130 aircraft configured to support over 40 personnel (including crew) on overwater flights will have the appropriate number of life rafts installed.

Table 2.2. Required Mission Equipment.

Item	Equipment	Quantity	Location
1	Buffer stop assembly (BSA)	1	A/R (Notes 1and 2)
2	Center vertical restraint (CVR)	1 set	A/R (Note 1 and 2)
3	Comfort pallet	1	Pallet positions 1 through 5, A/R.
4	Container delivery system (CDS) kit	A/R	A/R (Note 2)
5	DC power cable	1	A/R
6	DV pallets	A/R	Pallet positions 1 through 5, A/R.
7	HALO (oxygen distribution console)	A/R	A/R (Note 1)
8	Liquid containers (two gallon)	A/R	M compartment.
9	Passenger service kit	1	A/R (Note 3)
10	Portable lavatory assembly	A/R	A/R
11	Pry bar	A/R	C compartment/A/R.
12	Ramp support	1	A/R
13	Water container (Igloo)	A/R	A/R
14	Winch, cargo handling	1	A/R

NOTES:

1. Not applicable to WC-130 airplanes.
2. Upon mobilization, all units will deploy with their CVRs, BSAs, and CDS kits.
3. Passenger service kits should be placed aboard all missions flying outside of the local area. On tactical airdrop missions of short duration, a passenger service kit is not required.

Table 2.3. Required Emergency Life Support Equipment Location.

Item	Equipment	Location
1	Anti-exposure suit (Note 1)	Forward overhead stowage rack. (Stowed in life support equipment box on WC-130 airplane)
2	Emergency Escape Breathing Device (EEBD) or Protective Breathing Equipment (PBE) Note: POKs are only a suitable substitute for EEBD/PBE to satisfy AFI 11-202 Volume 3, oxygen requirements. They are not suitable as an emergency escape oxygen source.	Four in the flight station; two in the cargo compartment located at or near the left side litter stanchions FS 330/430 and FS 625. Cargo compartment units will be stored in forward cargo compartment area for airdrops below 10,000 feet if units will interfere with airdrop procedures. EEBDs or PBEs added for Aeromedical Evacuation missions will be positioned as required by the Medical Crew Director.
3	Emergency Passenger Oxygen System (EPOS) (Note 1)	Forward overhead storage rack or A/R
4	Firefighter's smoke mask	Attached to portable oxygen harness (FS 245 and 617).
	Life preserver, LPU-2/P or -10/P (Note 1)	Forward overhead storage rack.
5	Life preserver, Adult/Child (A/C) (Note 1**)**	Forward overhead storage rack. (Stored in the life support equipment box on WC-130 airplanes)
6	Life preserver, LPU-6/P (infant cot) (Note 1)	Forward overhead storage rack.
8	Life preserver, MB-1 (casualty) (Note 1)	Forward overhead storage rack.
9	Life support equipment demonstration kit (Note 1)	Attach to or store in forward overhead storage rack.
10	Oxygen Mask, 358 series with goggles	Four on the flight deck. Two in the cargo compartment attached to oxygen bottles (FS 245 and 617) if used in place of firefighters smoke mask.
11	Restraint harness, PCU-17/P, with safety strap, HBU-6/P	One attached to the inboard seat belt mount of flight deck lower bunk and two stowed on parachute rack.
12	Parachutes, BA-18M/BA-22	Stow on parachute rack(s) or parachute hangers.
13	Protective Clothing Kit (PCK) (Note 1)	Forward overhead stowage rack.

NOTE:

1. Life support equipment will always be placed in the overhead racks, unless stowed elsewhere for airplane CG limitations for all airplanes. The primary purpose of all overhead racks is for life support equipment. Other items of equipment may be placed in the overhead racks provided they do not interfere with the life support equipment and can be easily secured. Under no circumstances will oil, hydraulic fluid or other liquids be placed in the rack when life support equipment is installed in the rack.

Chapter 3

FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

3.1. General. This chapter contains basic cargo compartment configuration in floor plan format and weight, location, and moment data for associated required equipment.

3.2. Configuration. Although modifications to the basic configurations are authorized to meet special requirements, the following factors should be considered.

3.2.1. Single sidewall seats shall not be used unless connected to a double sidewall seat (except for specific configurations).

3.2.2. When the load consists of palletized netted cargo or is secured with straps, a 30-inch space will be maintained between the cargo and the nearest forward litter, occupied seat or nuclear cargo. When the cargo, either palletized or non-palletized, is secured with chains, the 30-inch spacing is not required. ***EXCEPTION*:** Always maintain the 30-inch spacing on AE missions, when carrying litters.

3.2.3. The normal spacing for paratroopers is 24 inches; however, spacing will be as mission dictates. Aircraft without accommodations for 24-inch spacing may be configured in 20-inch spacing.

3.2.4. The height of cargo in pallet position one may be restricted if overhead equipment racks are installed which protrude into the cargo area. This restriction will be 76 inches and will begin at the inboard side of the dual rails and extend inboard for 12 inches. This restriction could be on either or both sides of the aircraft.

3.2.5. For flight, the weight limit on the aircraft ramp is limited to 4,664 pounds of palletized cargo in pallet position six, including the weight of pallet and nets, or 4,824 pounds floor loaded cargo (ramp intermediate conveyors removed and stowed forward of ramp). See T.O. 1C-130A-9 for other restrictions.

3.2.6. Changes in configuration may affect the overall aircraft center of gravity (CG).

NOTE:

The addition of aircraft defensive systems, kevlar, and other modifications produces an extreme forward CG which must be countered by adjusting the load center of balance within the range of F.S. 550 to F.S. 575.

3.2.7. Drawings in this chapter are not drawn precisely to scale with respect to actual aircraft locations. Clear space depicted forward of center aisle seat number one and aft of seat number 20 on TAP-1 configuration is unusable.

3.2.8. To allow access to aft latrine facilities, a 20-inch clear area is required on the left or right side of a pallet in position six (C-130H, 83-0486 and up have the latrine facilities on the right side). A safety aisle is required in pallet positions three and four and pallet position 6. (Paragraph **4.2.3.** and **Figure 4.1.**)

3.2.9. Portable cargo winches and the alternate ramp support (milkstool) may be routinely carried, as required by mission requirements. Parachutes will be carried as required IAW this regulation. Trashcans, other than the integral refuse containers, will not be carried (except on WC-130 airplanes).

3.2.10. To allow unrestricted access to the flight deck and/or crew entrance door, seats 1 and 2, left side, will be stowed when they are not needed to accomplish a specific mission.

3.2.11. Seat totals listed in the various configurations include those seats designated for aircrew loadmasters.

3.2.12. Location of dual rail locks and seat stanchions is provided in **Table 4.3.** for load planning information.

3.2.13. For aeromedical evacuation (AE) configurations, the final litter equipment configuration and aeromedical evacuation crewmember (AECM) seating will be determined by the Medical Crew Director (MCD). AECM seat locations may vary in the cargo compartment based on patient/cabin observation requirements. Overhead equipment racks, missile defense system modifications, and secure voice communications system will decrease litter capacity in the litter tiers adjacent to their installation. Six seats are required for AECMs/loadmaster. For all AE configurations, the seats are numbered for identification from the front to the rear and will be referred to as seat 1-left, or seat 1-right, etc. Litter tiers are identified alphabetically and litter spaces identified numerically from the lowest (1) to the highest (5). On litter tier configuration illustrations, the number in parentheses indicates the total litters per tier. For AE configurations, roller conveyers will be removed from the area where litters and seats are rigged. They will be stowed on top of restraint rail assemblies, (and/or under center aisle seats for some configurations) and forward of the troop doors, except for those required for the baggage pallet. Exception: If no other option is available but to stow conveyors in the troop door area, stack them no more than two high. Available seating may be limited by AE equipment, which may be secured in unused seats if floor space is limited. Portable therapeutic liquid oxygen (PTLOX) must be stowed so as not to come into contact with fuels or hydraulic fluids.

NOTE:

Five oxygen walkaround bottles and EEBDs will be available for AE personnel on AE configurations.

3.3. Legend of Configurations:

3.3.1. AE-1. Provides 30 litter spaces, 39 patient/passengers seats, and seven crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available.

3.3.2. AE-2. Provides 72 litter spaces and six crew seats. The number of aeromedical evacuation crewmembers governs the number of litters available.

3.3.3. AE-3. Provides 20 litter spaces, 38 patient/passenger seats, and six crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available.

3.3.4. AE-4. Combat/contingency configuration that provides 50 litter spaces, 24 patient/passenger, and six crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available.

3.3.5. AE-5. This configuration is a variation to the AE-4 combat/contingency configuration and provides 10 litter spaces, 24 palletized seats, and 7 sidewall seats. The number of aeromedical evacuation crewmembers governs the number of seats available.

3.3.6. C-1. Provides a clear cargo floor (except for restraint rails) for loading of general cargo and/or vehicles. A total of 30 sidewall seats (29 seats offered) may be utilized providing passenger space (legroom) and additional tiedown restraint requirements are met.

3.3.7. C-2. Provides for the maximum aircraft load of six HCU-6/E pallets. If cargo permits, seats may be available on the left/right sides.

3.3.8. P-1. Provides 92 sidewall and center aisle seats with seat belts on 20-inch centers. Ninety seats offered with a baggage pallet in the number six pallet position. Overwater flights are limited to a maximum of 80 total personnel, including crew. (WC-130 airplanes are limited to 40 total personnel on overwater flights.)

3.3.9. A*P-1. (Protective Armor installed) Provides 80 sidewall and center aisle seats with seat belts on 20-inch centers. Seventy-eight seats offered with a baggage pallet in the number six pallet position. Overwater flights are limited to a maximum of 80 total personnel, including crew. (WC-130 airplanes are limited to 40 total personnel on overwater flights unless additional liferafts are installed.)

3.3.10. P-2. Provides 32 palletized aft facing seats. Thirty-one seats offered with a comfort pallet in number five pallet position and a baggage pallet in the number six pallet position.

3.3.11. CP-1. Provides 44 sidewall seats with seat belts on 20-inch centers. Center aisle seats may be installed as required. Forty-two seats offered with a pallet in the number six pallet position. Limited cargo space is available and is restricted to floor loaded items loaded along centerline of the aircraft.

NOTE:

The following consideration should be given to cargo size to allow adequate legroom for passengers when using this configuration. For cargo width up to 76 inches, passengers can be seated on both sides of the cargo; for cargo widths 77-96 inches, passengers can be seated on one side of the cargo if the cargo is offset to one side; and for cargo widths 97 inches or greater, no passengers can be seated next to the cargo. For pallet positions three and four (wheel well): for cargo width up to 52 inches, passengers can be seated on both sides; for cargo widths 53-72 inches, passengers can be seated on one side of the cargo if the cargo is offset; and for cargo widths 73 inches and greater, no passengers can be seated next to the cargo.

3.3.12. CP-2. Provides 16 sidewall and center aisle seats with seat belts on 20-inch centers. Fifteen seats are offered with five HCU-6/E pallet positions for cargo and baggage.

3.3.13. CP-3. Provides 32 sidewall and center aisle seats with seat belts on 20-inch centers. Thirty-one seats are offered with four HCU-6/E pallet positions for cargo and baggage.

3.3.14. CP-4. Provides 50 sidewall and center aisle seats with seat belts on 20-inch centers. Forty-eight seats are offered with three HCU-6/E pallet positions for cargo and baggage.

3.3.15. CP-5. Provides 68 sidewall and center aisle seats with seat belts on 20-inch centers. Sixty-six seats are offered with two HCU-6/E pallet positions for cargo and baggage.

3.3.16. A*CP-5. (Protective Armor installed) Provides 58 sidewall and center aisle seats with seat belts on 20-inch centers. Fifty-six seats are offered with two HCU-6/E pallet positions for cargo and baggage.

3.3.17. TAP-1. Provides the maximum paratroop carrying capability; 66 seats, on 24-inch centers (20-inch centers on sidewall seats aft of the wheel well), with 64 seats offered.

3.3.18. A*TAP-1. (Protective Armor installed) Provides the maximum paratroop carrying capability; 52 seats, on 24-inch centers (20-inch centers on sidewall seats aft of the wheel well), with 50 seats offered.

3.3.19. TAP-2. Provides the maximum inflight parachutist rigging capability; 56 seats, on 20-inch centers, with 54 seats offered (long-range mission).

3.3.20. A*TAP-2. (Protective Armor installed) Provides the maximum inflight parachutist rigging capability; 42 seats, on 20-inch centers, with 40 seats offered (long-range mission).

3.3.21. TAP-3. Provides 44 seats on 20-inch centers with 42 seats offered. Normally used for HALO, HAHO and tailgating missions.

3.3.22. A*TAP-3. (Protective Armor installed) Provides 32 seats on 20-inch centers with 30 seats offered. Normally used for HALO, HAHO and tailgating missions.

3.3.23. TAC-1. Provides for airdrop of platform loads. Available seating depends on the number of platforms.

3.3.24. TAC-2. Provides for airdrop of various combinations up to 16 container delivery system (CDS) A-22 containers or 10 A-7A or A-21 containers without the use of the center vertical restraint (CVR). Available seating depends on the number of containers.

3.3.25. TAC-3. Provides for airdrop of various combinations up to 16 container delivery system (CDS) A-22 containers, utilizing the center vertical restraint (CVR). Available seating depends on the number of containers.

3.3.26. DV-1. Typically provides VIP facilities, plus 16 aft and two forward facing seats.

3.3.27. WX-1. Provides 30 seats for WC-130 weather configurations.

3.3.28. NASA-1. This configuration supports medical evacuation and search and rescue operations, including airdrop of pararescue personnel and equipment in support of Transoceanic Abort Landing (TAL) site operations for NASA space shuttle launches. Sixteen litter spaces and seventeen ACM/MEGP sidewall seats are provided.

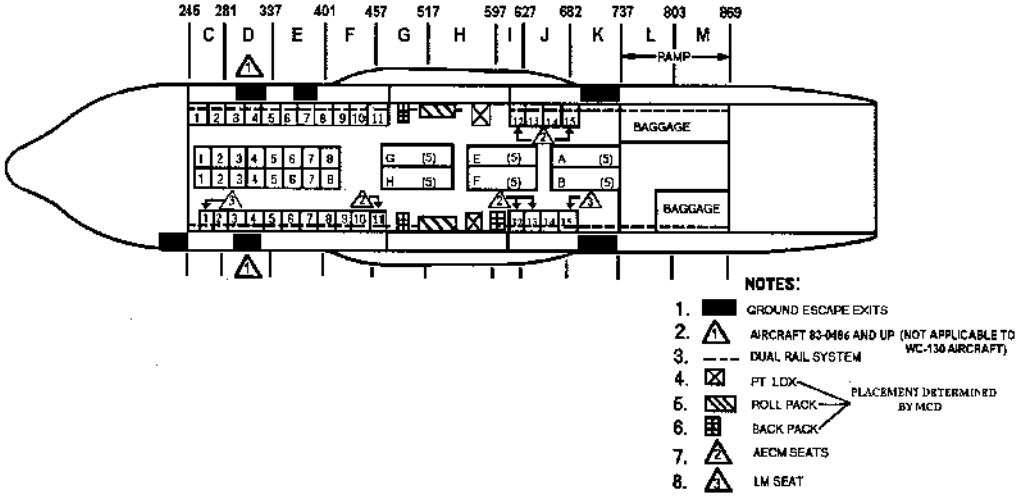
3.4. Troop Life Preserver. In the event it is planned for paratroopers to be configured for jump near or over large bodies of water; the service being airdropped will furnish required life preservers. However, the life preservers as indicated in the applicable configurations will still be provided as required to cover emergency ditching operations.

3.5. Crew/Passenger/Troop Drinking Water. Each basic configuration provides for an adequate amount of drinking water. For example, a two-gallon water container will always be provided; and for missions requiring more water in accordance with **Table 5.1.**, additional containers are available. **Table 5.1.** is provided to assist in determining water quantities. However, the table is not provided as an absolute requirement and should not be used to cause mission delay or refusal to airlift passengers.

3.6. Configuration Floor Plans. Configuration floor plans are depicted on **Figure 3.1.** through **Figure 3.28.**

Figure 3.1. CONFIGURATION AE-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and Table 2.3.	A/R			
Equipment in addition to equipment from Table 1.1.				
MB-1 Life Preserver (Casualty)	30	120	A/R	
EEBD	5	25	A/R	
Oxygen bottle, Portable	5	30	A/R	
PTLOX	A/R			

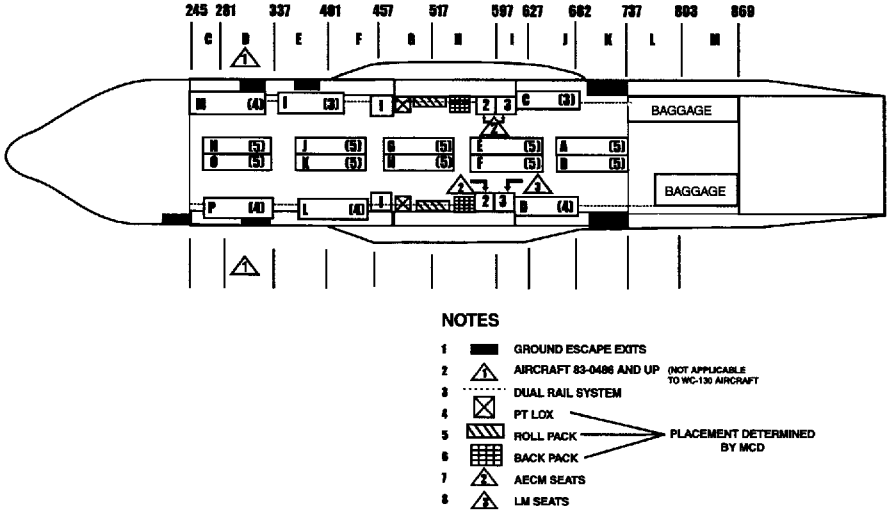


NOTES:

1. Normally provides thirty litter spaces, thirty-nine patient/passenger seats, and seven crew seats--seat belts on 20-inch centers. The number of aeromedical evacuation crewmembers governs the number of seats available.
2. Seats 1 and 2-left will be stowed when they are not specifically requested for the mission.
3. Cargo floor rollers will be removed and secured under center aisle and outboard seats (no more than two high). Stow ramp rollers in the same location or on the ramp on the side opposite of the latrine facility.
4. AE equipment will be positioned as required by MCD. PTLOX will not be positioned adjacent to any hydraulic reservoir.
5. Time to configure is two persons, one and one-half hours.

Figure 3.2. CONFIGURATION AE-2.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 356-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and Table 2.3.	A/R			
Equipment in addition to equipment from Table 1.1.				
MB-1 Life Preserver (Casualty)	72	296	A/R	
EEBD	5	25	A/R	
Oxygen bottle, Portable	5	30	A/R	
PTLOX	A/R			

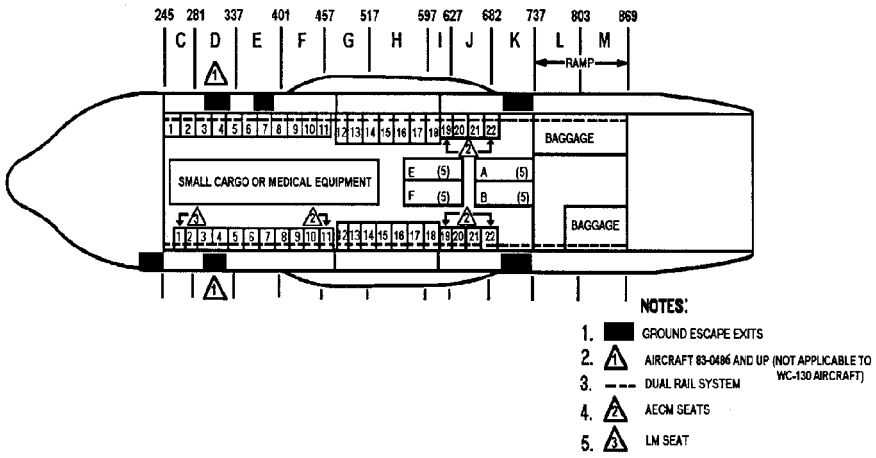


NOTES:

1. Normally provides 72 litter spaces and six crew seats. The number of aeromedical evacuation crew members governs the number of litters available.
2. Cargo floor roller conveyors are stowed on top of outboard rails (no more than two high). Ramp rollers are stowed on the ramp on the side opposite of the latrine facility.
3. Wheel well seats will be installed and hooked up to the seat-back support bar. AECMs will complete final seat installation. *NOTE*: Paratroop door observer seat (some airplanes) must be removed from the doors to allow opening/closing of the doors when the paratroop door litter stanchions are installed.
4. AE equipment will be positioned as required by MCD. PTLOX will not be positioned adjacent to any hydraulic reservoir.
5. Time to configure is two persons, two hours.

Figure 3.3. CONFIGURATION AE-3.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Container	A/R			
Passenger Service Kit		1	10	A/R
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Equipment in addition to equipment from Table 1.1.				
MB-1 Life Preserver (Casualty)	20	80	A/R	
EEBD	5	25	A/R	
Oxygen bottle, Portable	5	30	A/R	
PTLOX	A/R			

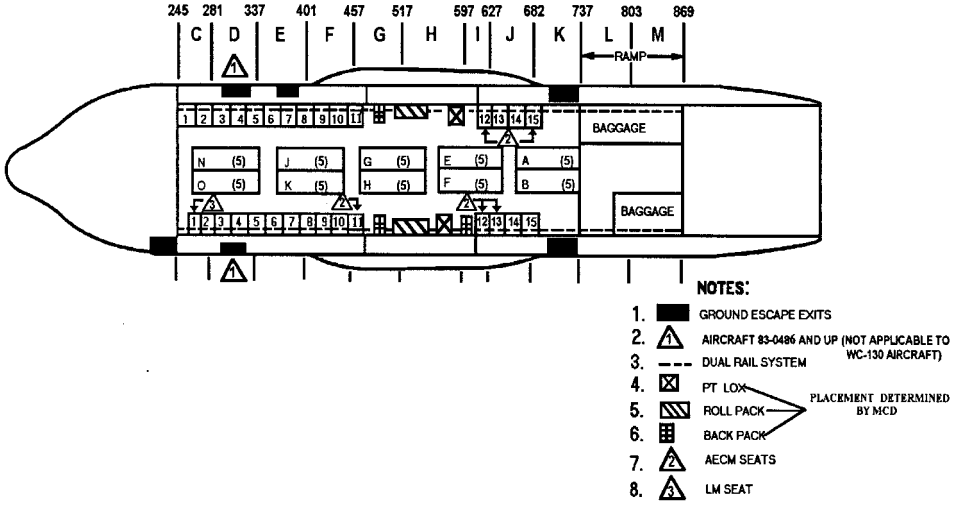


NOTES:

1. Normally provides 20 litter spaces, 38 patient/passenger seats, and six crew seats -- seat belts on 20-inch centers. The number of aeromedical evacuation crewmembers governs the number of seats available.
2. Cargo floor roller conveyors are stowed on top of outboard rails (no more than two high). Ramp rollers are stowed on the ramp on the side opposite of the latrine facility.
3. AE equipment will be positioned as required by MCD. PTLOX will not be positioned adjacent to any hydraulic reservoir.
4. Time to configure is two persons, one and one-half hours.

Figure 3.4. CONFIGURATION AE-4.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Container	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and Table 2.3.	A/R			
Equipment in addition to equipment from Table 1.1.				
MB-1 Life Preserver (Casualty)	50	200	A/R	
EEBD	5	25	A/R	
Oxygen bottle, Portable	5	30	A/R	
PTLOX	A/R			

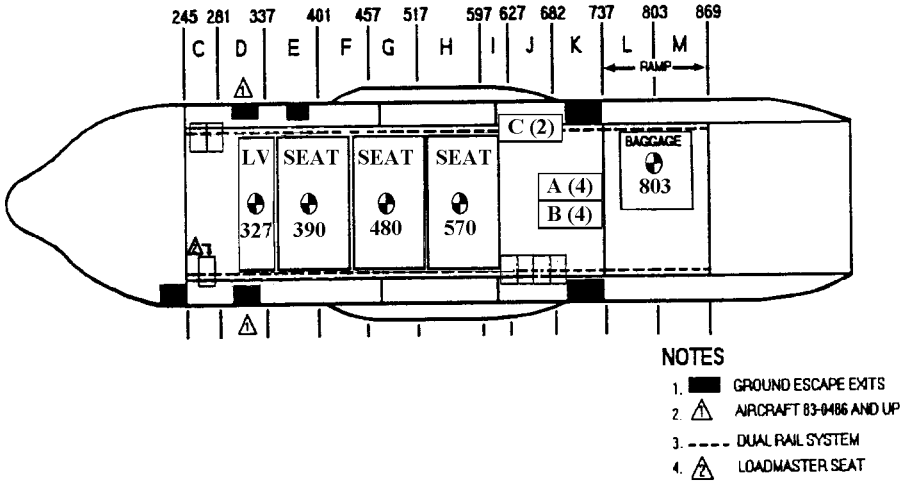


NOTES:

1. This is the combat/contingency configuration and normally provides 50 litter spaces, 24 patient/passenger seats, and six crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available.
2. Cargo floor roller conveyors are stowed on top of outboard rails (no more than two high). Ramp rollers are stowed on the ramp on the side opposite of the latrine facility.
3. AE equipment will be positioned as required be MCD. PTLOX will not be positioned adjacent to any hydraulic reservoir.
4. Time to configure is two persons, two hours.

Figure 3.5. CONFIGURATION AE-5.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid Container	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Equipment in addition to equipment from Table 1.1.				
MB-1 Life Preserver (Casualty)	10	40	A/R	
EEBD	5	25	A/R	
Oxygen bottle, Portable	5	30	A/R	
PTLOX	A/R			



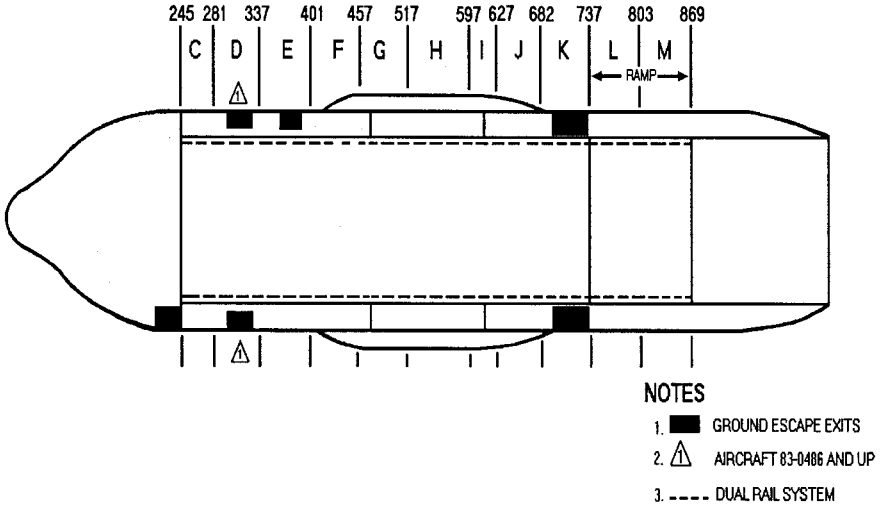
NOTES:

1. This is a variation to the AE-4 combat/contingency configuration and provides 10 litter spaces, 24 palletized trip seats, and 7 sidewall seats. The number of aeromedical evacuation crewmembers governs the number of seats available.
2. Cargo floor roller conveyors not used and ramp rollers are stowed on top of outboard rails forward of FS 617.
3. AE equipment will be positioned as required by the MCD. PTLOX will not be positioned adjacent to any hydraulic reservoir.
4. Time to configure is one person, one hour.

Figure 3.6. CONFIGURATION C-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Container	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
*MA-1 Pry Bar	1	49	260	13
Cargo Winch	1	A/R	267	
Winch Power Cable	1	48/25	263	13/7

*As required by mission directive

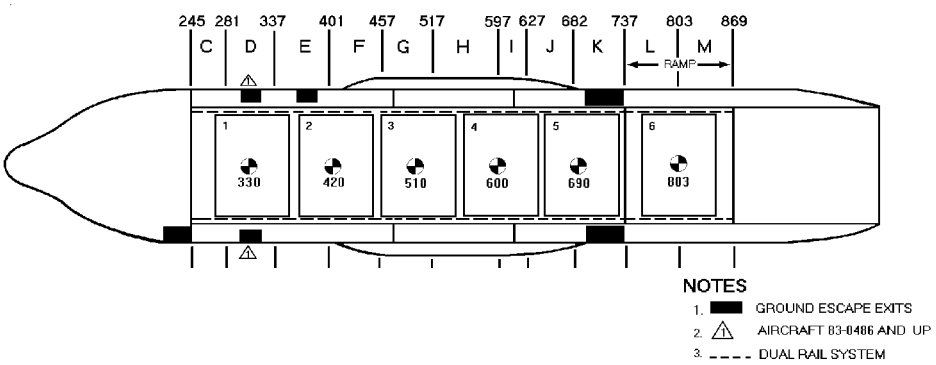


NOTES:

1. Cargo on floor and/or rolling items.
2. Roller conveyors stowed on top of outboard rails.
3. Seating is as required depending on amount and type of cargo being airlifted.
4. Time to configure is one person, one-half hour for stowage of roller conveyors.

Figure 3.7. CONFIGURATION C-2.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Container	A/R			
Passenger Service Kit		1	10	A/R
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Cargo Winch	1	A/R	267	
Winch Power Cable	1	48/25	263	13/7



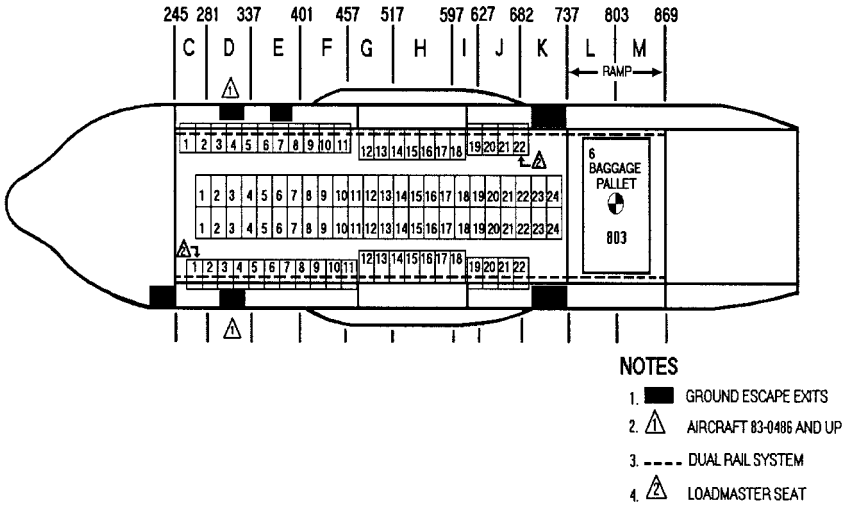
NOTES:

1. Restraint rails and intermediate roller conveyors installed to provide maximum pallet utilization.
2. If cargo permits, sidewall seats may be available.
3. Time to configure is one person, one-half hour.

Figure 3.8. CONFIGURATION C-2.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Container	A/R			
Passenger Service Kit		1	10	A/R
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
*Cargo Winch	1	A/R	267	
*Winch Power Cable	1	48/25	263	13/7

*As required by mission directive



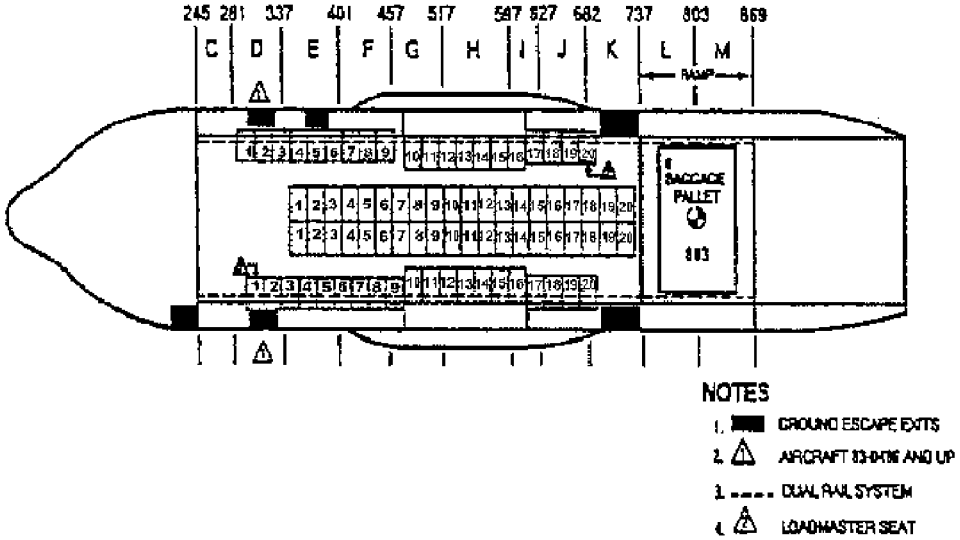
NOTES:

1. Ninety-two sidewall and center aisle seats--seat belts on 20-inch centers. Ninety seats are offered with a baggage pallet in the number six pallet position. Overwater flights are limited to a maximum of 80 total personnel, including crew. For overwater flights eliminate outboard wheel well seats.
2. Seats are numbered for indentification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-lect/1-right, etc.
3. Cargo floor roller conveyors are removed and stowed under center aisle seats (no more than two high).
4. Time to configure is two persons, two hours.

Figure 3.9. CONFIGURATION A*P-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
*Cargo Winch	1	A/R	267	
*Winch Power Cable	1	48/25	263	13/7

*As required by mission directive

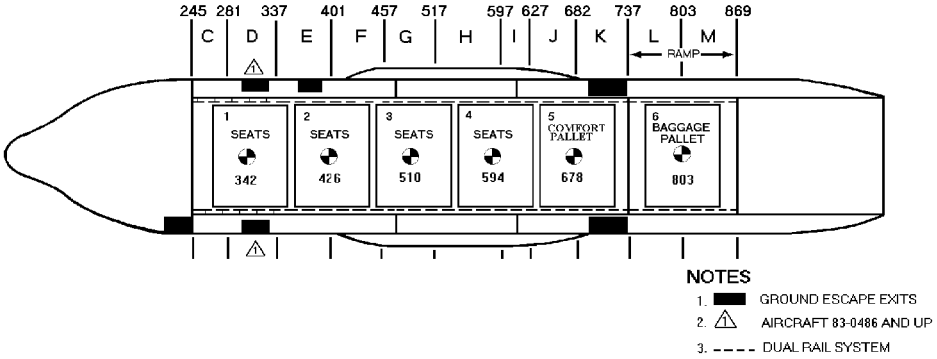


NOTES:

1. Eighty sidewall and center aisle seats--seat belts on 20-inch centers. Seventy-eight seats are offered with a baggage pallet in the number six pallet position. Overwater flights are limited to a maximum of 80 total personnel, including crew. For overwater flights eliminate outboard wheel well seats as required.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Cargo floor roller conveyors are removed and stowed under center aisle seats (no more than two high).
4. Time to configure is two persons, two hours.

Figure 3.10. CONFIGURATION P-2.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Comfort Pallet	1	A/R	A/R	
Palletized Seats	A/R			
Portable Lavatory	A/R			



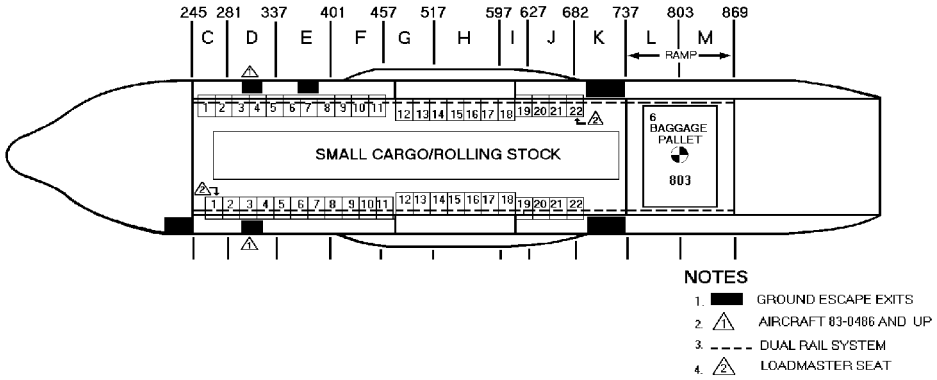
NOTES:

1. Due to the non-availability of seat pallets and comfort pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration.
2. Thirty-two aft facing palletized seats. Thirty-one seats are offered with a comfort pallet in number five pallet position and a baggage pallet in the number six pallet position.
3. C-141 or C-5 comfort pallet may be transported in any pallet position. The lavatory and coffee brewers are the only accessories authorized to be operated. Self-contained portable lavatory may be used in place of comfort pallet.

Figure 3.11. CONFIGURATION CP-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Cargo Winch	1	A/R	A/R	
*MA-1 Pry Bar	1	49	245	12
Winch Power Cable	1	48/25	A/R	

*As required by mission directive.

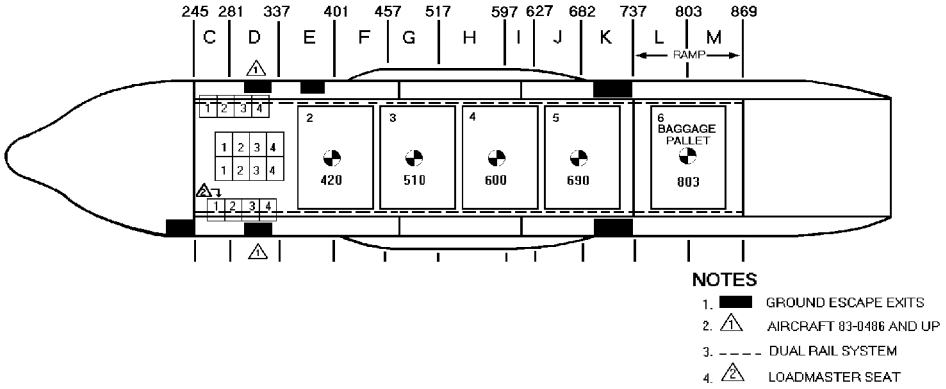


NOTES:

1. Forty-four sidewall seats--seat belts on 20-inch centers. Forty-two seats are offered with a pallet in the number six pallet position. Center aisle seats may be installed as required.
2. Cargo space limited to small cargo or rolling stock. See Paragraph **3.3.11** for cargo width limitations.
3. Seats are numbered for identification and will be referred to as seat 1-left or seat 1-right, etc.
4. Roller conveyors will be removed and secured under the installed seats (no more than two high) except for the ramp sections.
5. Time to configure is two persons, one hour.

Figure 3.12. CONFIGURATION CP-2.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Cargo Winch	1	A/R	A/R	
Winch Power Cable	1	48/25	A/R	

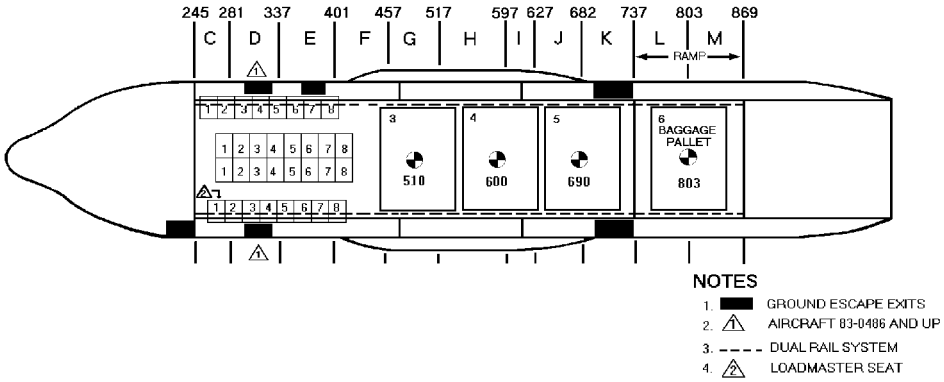


NOTES:

1. Sixteen sidewall and center aisle seats--seat belts on 20-inch centers. Fifteen seats are offered with five pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be removed and secured under the outboard seats.
4. Time to configure is one person, one-half hour.

Figure 3.13. CONFIGURATION CP-3.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Cargo Winch	1	A/R	A/R	
Winch Power Cable	1	48/25	A/R	

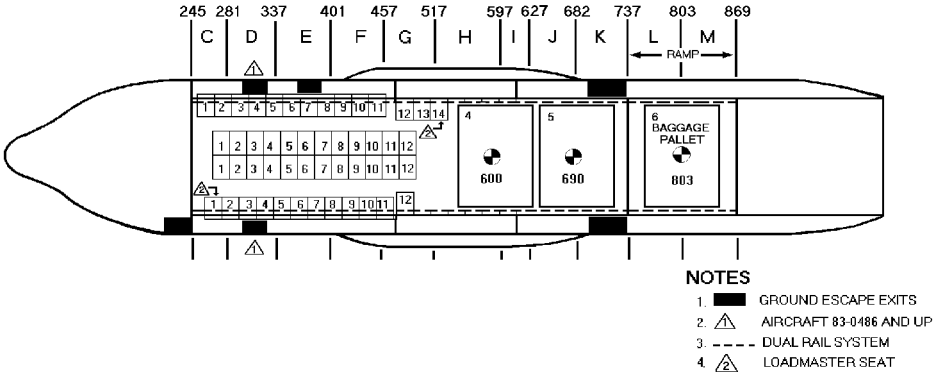


NOTES:

1. Thirty-two sidewall and center aisle seats--seat belts on 20-inch centers. Thirty-one seats are offered with four pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors not required will be removed and secured under the outboard seats.
4. Time to configure is one person, one-half hour.

Figure 3.14. CONFIGURATION CP-4.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Cargo Winch	1	A/R	A/R	
Winch Power Cable	1	48/25	A/R	

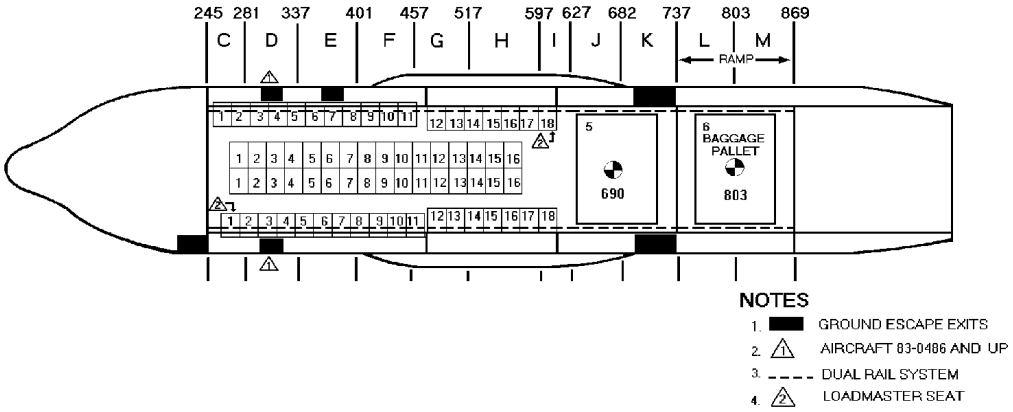


NOTES:

1. Fifty sidewall and center aisle seats--seat belts on 20-inch centers. Forty-eight seats are offered with three pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors not required will be removed and secured under the outboard seats.
4. Time to configure is two persons, one and one-half hours.

Figure 3.15. CONFIGURATION CP-5.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Cargo Winch	1	A/R	A/R	
Winch Power Cable	1	48/25	A/R	

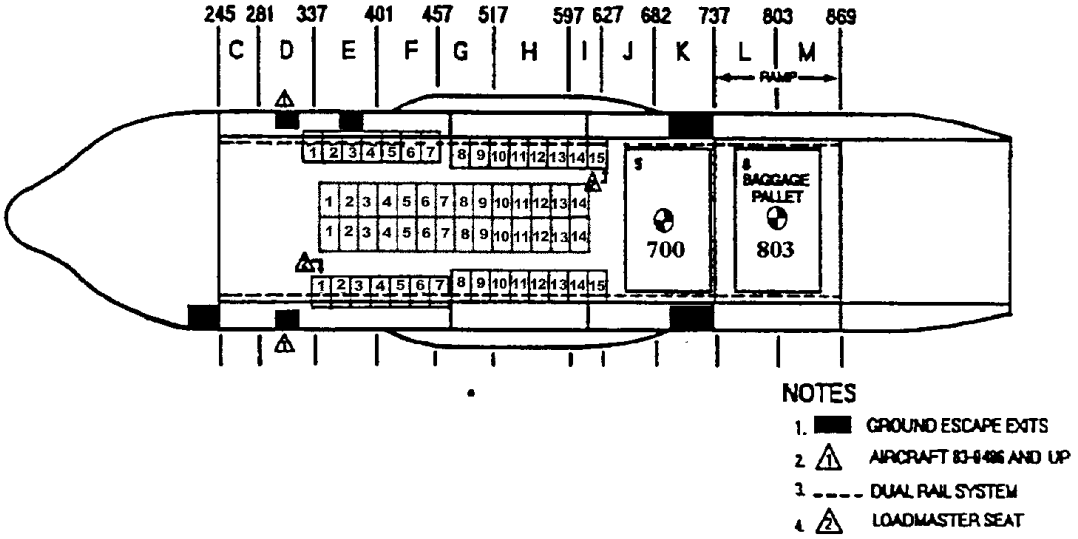


NOTES:

1. Sixty-eight sidewall and center aisle seats--seat belts on 20-inch centers. Sixty-six seats are offered with two pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Outboard roller conveyors not required will be removed and secured under the installed seats.
4. Time to configure is two persons, two hours.

Figure 3.16. CONFIGURATION A*CP-5.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Cargo Winch	1	A/R	267	
Winch Power Cable	1	48/25	263	13/7



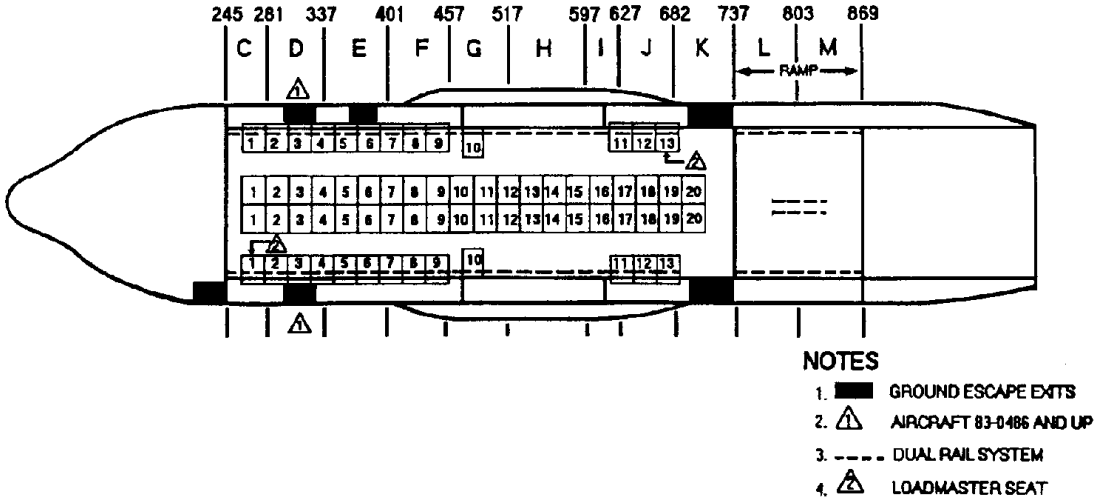
NOTES:

1. Fifty-eight sidewall and center aisle seatsóseat belts on 20-inch centersó56 seats offered with two pallet positions for cargo and baggage. ***NOTE*:** Pallet in position five is placed ten inches aft of pallet centroid. Pallet weights for position 5 and 6 will not be less than a combined weight of 3,400 pounds.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Outboard roller conveyors not required will be removed and secured under the installed seats.
4. Time to configure is two persons, two hours.

Figure 3.17. CONFIGURATION TAP-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Additional Parachutes	2	60	A/R	
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
*Ramp Support	1	85	A/R	
*Cargo Winch	1	A/R	A/R	
*Winch Power Cable	1	48/25	A/R	

*As required by mission directive.



NOTES:

1. Sixty-six troop seats--seat belts on 24-inch centers. **EXCEPTION:** Outboard seats aft of wheel well may be in 20-inch configuration. Sixty-four seats are offered.

NOTE:

Some C-130 models are nose heavy due to AWADS, armor installation, and other modifications. Actual number of paratroopers allowed onboard may vary as determined by aircraft center of gravity limitations.

2. Prior to seat installations, remove main floor intermediate conveyor sections and stow as follows:
   a. Dual rail sections 5B and 6B are stowed on cargo ramp after moving ramp conveyors to inboard position.

NOTE:

Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the airplane using one turn single 80 pound cotton webbing.

b. Intermediate sections are stowed as follows:

(1) Stack the left forward conveyors (section 14) on top of left side rails. Stow as far forward as possible.

(2) Stack the second group of left conveyors (sections 13 and 14) on top of left side rails immediately aft of stack 1.

(3) Stack the remaining left conveyors (4 sections) on top of side rail in the wheel well area. Ensure the shortest section is placed on top and positioned to the aft end of stack to allow for one- man seat installation.

(4) Secure each stack of conveyors to rail tiedown rings with tiedown straps prior to positioning seats over conveyors.

(5) Remove and secure right roller conveyors and stack on top of right rails in the same manner as stated for the left side.

3. Install center anchor cable supports, jump platforms, and two anchor cables each side to inboard and center position IAW T.O. 1C-130A-9, section III. A maximum of 20 paratroopers may be attached to a single cable.

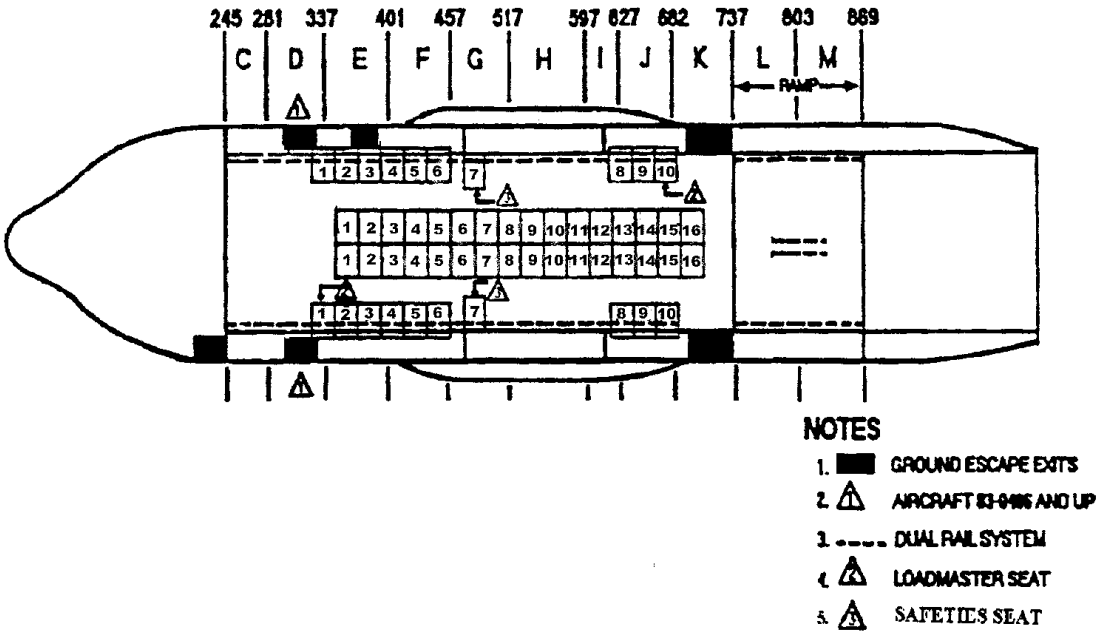
4. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.

5. Time to configure is 2 persons, 2 hours.

Figure 3.18. CONFIGURATION A*TAP-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3.	A/R			
Additional Parachutes		2	60	A/R
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
*Ramp Support	1	85	A/R	
*Cargo Winch	1	A/R	267	
*Winch Power Cable	1	48/25	263	13/7

*As required by mission directive.



NOTES:

1. Fifty-two troop seats--seat belts on 24-inch centers (seats aft of the wheel well are on 20-inch centers)--Fifty seats offered.
2. Prior to seat installations, remove main floor intermediate conveyor sections and stow as follows:
   a. Door sections 5 and 6 are stowed on the cargo ramp after moving ramp conveyors to inboard position.

NOTE:

Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the airplane using one turn single 80 pound cotton webbing.

b. Intermediate sections are stowed as follows:

(1) Stack the left forward conveyors (section 14) on top of left side rails. Stow as far forward as possible.

(2) Stack the second group of left conveyors (sections 13 and 14) on top of left side immediately aft of stack 1.

(3) Stack the remaining left conveyors (4 sections) on top of side rail in the wheel well area. Ensure the shortest section is placed on top and positioned to the aft end of stack to allow for one-man seat installation.

(4) Secure each stack of conveyors to rail tiedown rings with tiedown straps prior to positioning seats over conveyors.

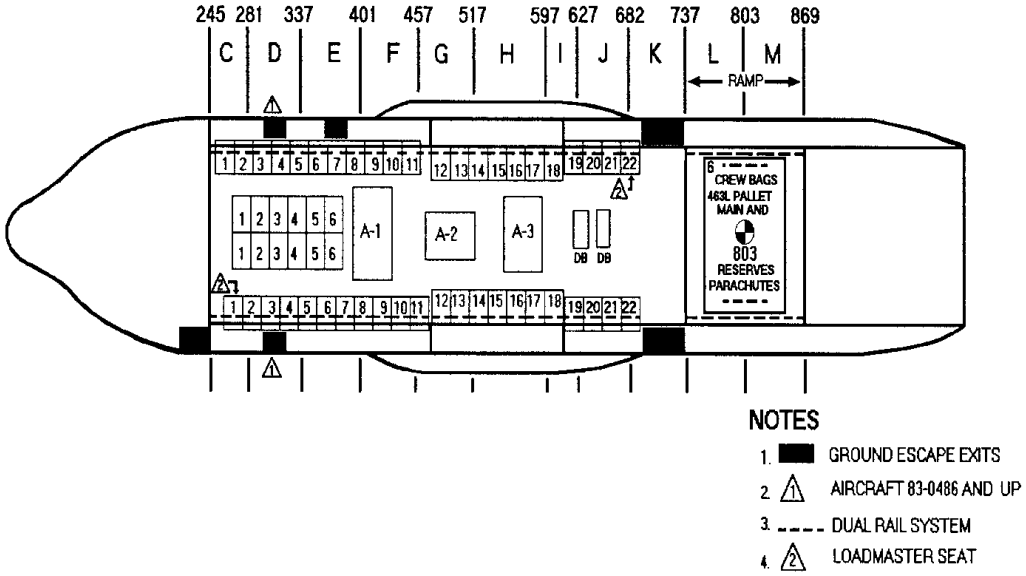
(5) Remove and secure right roller conveyors and stack on top of right rails in the same manner as stated for the left side.

3. Install center anchor cable supports, jump platforms, and two anchor cables each side to inboard and center position IAW T.O. 1C-130A-9, section III. A maximum of 20 paratroopers may be attached to a single cable.
4. Seats are numbered for identification and will be referred to as sidewall seat 1-left/right or center aisle seat 1-left/1-right, etc.
5. Time to configure is two persons, two hours.

Figure 3.19. CONFIGURATION TAP-2.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Container	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1. and 2.3.	A/R			
Additional Parachutes	2	60	A/R	
EXTRA EQUIPMENT	QTY	WT	STA	MOM
*Ramp Support	1	85	A/R	
*Cargo Winch	1	A/R	A/R	
*Winch Power Cable	1	48/25	A/R	

*As required by mission directive.



NOTES:

1. Fifty-six troop seats--seat belts on 20-inch centers. Fifty-four seats are offered. This configuration is for inflight rigging of paratroopers on long-range missions.

NOTE:

Some C-130 models are nose heavy due to AWADS, armor installation, and other modifications. Actual number of paratroopers allowed onboard may vary as determined by aircraft center of gravity limitations.

2. Prior to seat installation, remove main floor intermediate conveyors and secure under installed seats. Remove dual rail sections 5B and 6B and stow on ramp or ramp pallet.

NOTE:

Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the airplane using one turn single 80 pound cotton webbing.

3. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, section III. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable.
4. Seats are numbered for identification and will be referred to as seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
5. Time to configure is two persons, two hours.

A-1 Main and reserve parachutes in kit bags to be relocated from aft pallet prior to chuting up paratroopers in-flight. Items may be loaded on the ramp if a pallet is not available.

A-2 M-1590 weapon cases belonging to troops that occupy wheel well seats.

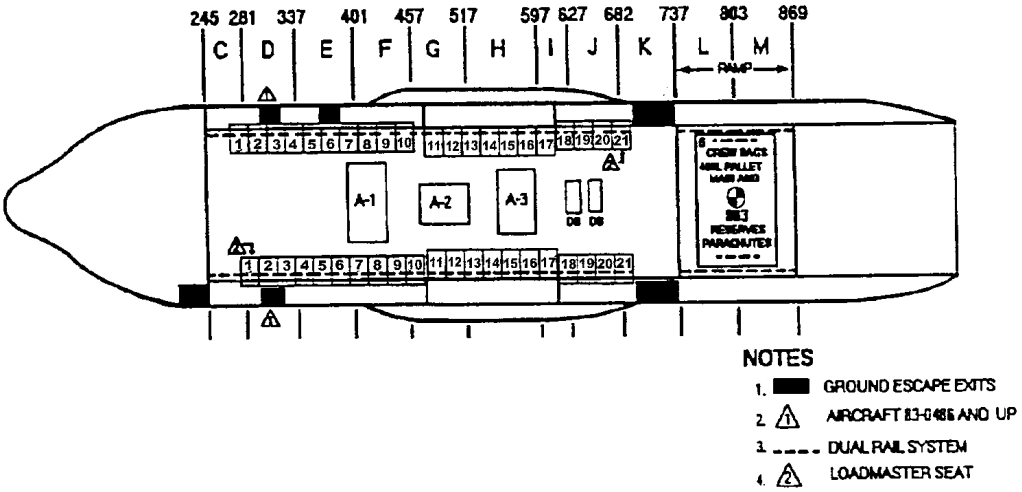
A-3 Weapons in equipment containers stacked.

DB Door bundles.

Figure 3.20. CONFIGURATION A*TAP-2.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3.	A/R	A/R	A/R	A/R
Additional Parachutes		2	60	A/R
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
*Cargo Winch	1	A/R	267	
*Winch Power Cable	1	48/25	263	13/7

*As required by mission directive.



NOTES:

1. Forty-two troop seatsóseat belts on 20-inch centersóforty seats offered. This configuration is for in-flight rigging of paratroopers on long-range missions.
2. Prior to seat installation, remove main floor intermediate conveyors and secure under installed seats. Remove paratroop dual rail sections and stow on ramp or ramp pallet.

NOTE:

Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the airplane using one turn single 80 pound cotton webbing.

3. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, section III. When only one cable is installed, either center or outboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of twenty paratroopers may be attached to a single cable.
4. Seats are numbered for identification and will be referred to as seat 1-left/right or center aisle seat 1-left/right, etc.
5. Time to configure is two persons, two hours.

A-1 Main and reserve parachutes in kit bags to be relocated from the pallet prior to chuting up paratroopers inflight. Items may be loaded on the ramp if a pallet is not available.

A-2 M-1590 weapon cases belonging to troops that occupy wheel well seats.

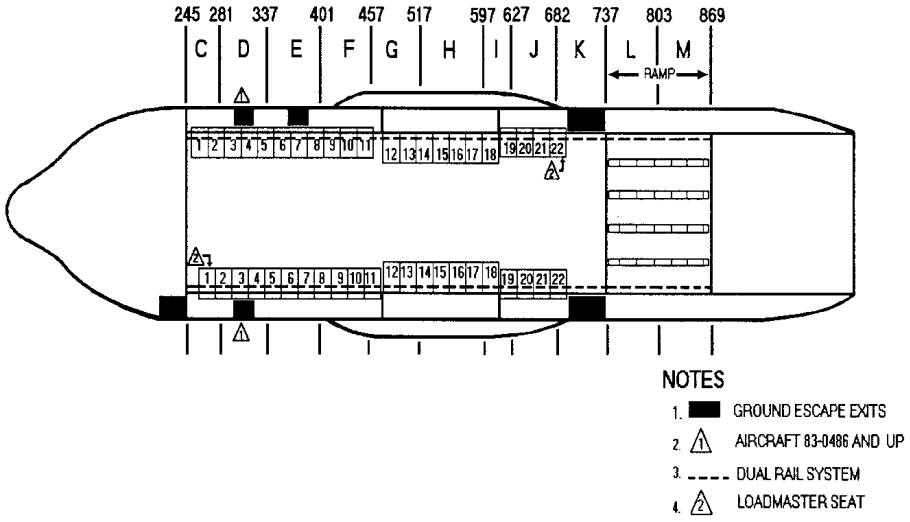
A-3 Weapons in equipment containers stacked.

DB Door bundles

Figure 3.21. CONFIGURATION TAP-3.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit		A/R		
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3.	A/R	A/R	A/R	A/R
Additional Parachutes	2	60	A/R	
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
*Cargo Winch	1	A/R	263	
*Winch Power Cable	1	48/25	263	13/7
*Oxygen Console	1	A/R		

*As required by mission directive.



NOTES:

1. Forty-four troop seats sidewall on 20-inch centers. Forty-two seats are offered. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.

NOTE:

Some C-130 models are nose heavy due to AWADS, armor installation, and other modifications. Actual number of paratroopers allowed onboard may vary as determined by aircraft center of gravity limitations.

2. For paratroop door operations, remove dual rail sections 5B and 6B and stow on ramp.

NOTE:

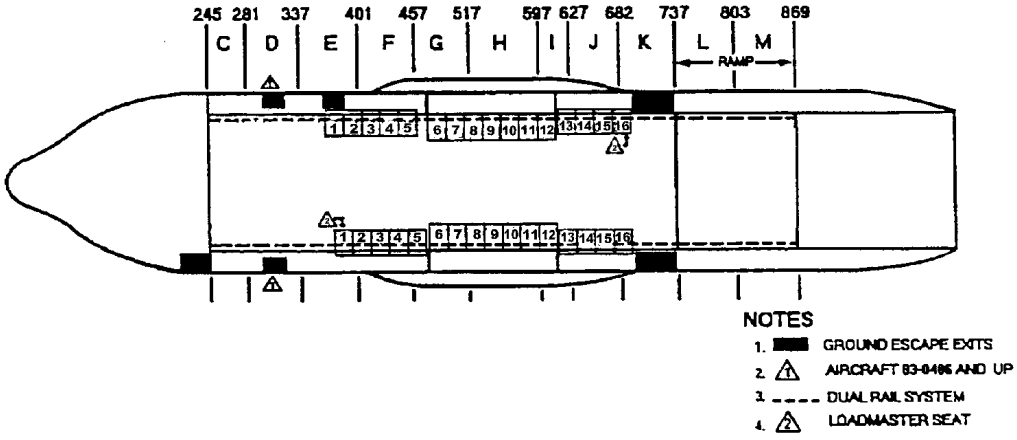
Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the airplane using one turn single 80 pound cotton webbing.

3. 3.Prior to seat installation, remove main floor intermediate conveyor sections and secure under installed seats.
4. 4.Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, section III. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable.
5. 5.For tailgate operations remove intermediate ramp roller conveyors and install anchor cables IAW T.O. 1C-130A-9, section III.
6. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc. For HALO/HAHO operations the oxygen console will be positioned as required.
7. Time to configure is two persons, one hour.

Figure 3.22. CONFIGURATION A*TAP-3.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3.	A/R	A/R	A/R	A/R
Additional Parachutes	2	60	A/R	
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
*Cargo Winch	1	A/R	263	
*Winch Power Cable	1	48/25	263	13/7
*Oxygen Console	A/R			

*As required by mission directive



NOTES:

1. Thirty-two sidewall troop seatsóseat belts on 20-inch centersóthirty seats offered. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.
2. For paratroop door operations, remove dual rail paratroop door sections 5 and 6 and stow on ramp.

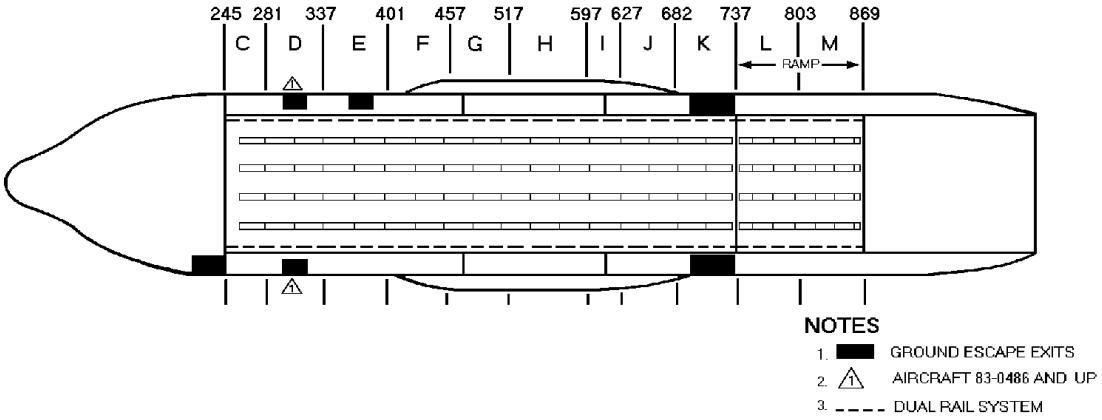
NOTE:

Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the aircraft using one turn single 80 pound cotton webbing.

3. Prior to seat installation, remove main floor intermediate conveyor sections and secure under installed seats.
4. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, section III. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable.
5. For tailgate operations, remove intermediate ramp roller conveyors and install anchor cables IAW T.O. 1C-130A-9, section III.
6. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right. For HALO/HAHO operations the oxygen console will be positioned as required.
7. Time to configure is two persons, one hour.

Figure 3.23. CONFIGURATION TAC-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3	A/R	A/R	A/R	A/R
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Cargo Winch	1	A/R	270	
Ramp Support	1	85	A/R	
Winch Power Cable	1	48/25	A/R	



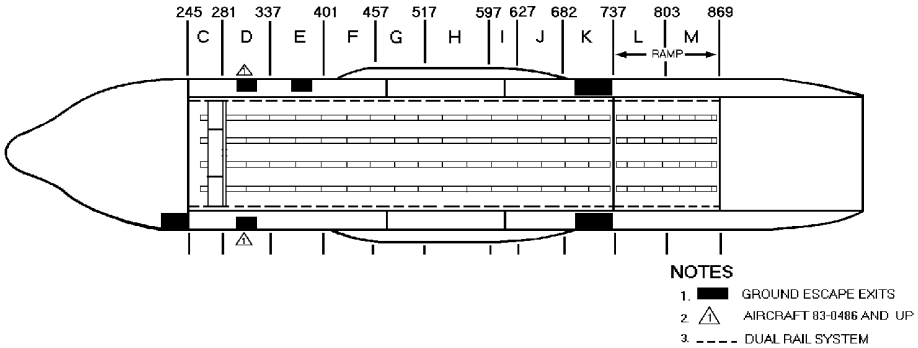
NOTES:

1. All restraint rails down and roller conveyors installed.
2. Seating availability is dependent on the number of platform loads.
3. Install one anchor cable on each side to the outboard position IAW T.O. 1C-130A-9 (as required).
4. Time to configure is one person, one hour.

Figure 3.24. CONFIGURATION TAC-2 (CDS).

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3.	A/R	A/R	A/R	A/R
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
*Ramp Support	1	85	A/R	
*CDS Buffer Stop Assembly	1	585	A/R	
CDS Rigging Kit	1	A/R	A/R	

*When specified by mission directives.



NOTES:

1. Individual A-22 containers, single stick up to 8 containers or double stick up to 16 containers (any even number) may be airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be dropped over the ramp using this configuration.
2. Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:
   a. The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW T.O. 1C-130A-9) system may be used in lieu of the BSA.
   b. When the weight of the containers exceed 26,650 pounds, additional restraint will be installed IAW T.O. 1C-130A-9, Section VIIC.
3. Seating availability is dependent on the number of containers loaded.
4. Combination drop is limited to single stick. Weight of bundles cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available.
5. Time to configure is two persons, one hour.

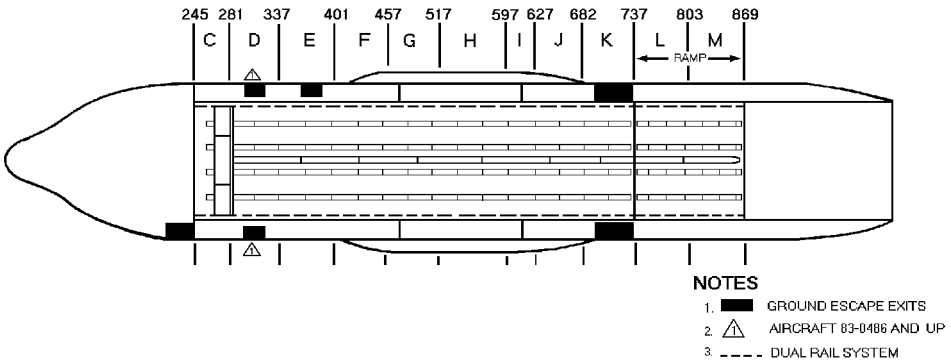
Figure 3.25. CONFIGURATION TAC-3 (CVR CDS).

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3.	A/R	A/R	A/R	A/R
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
*Ramp Support	1	85	A/R	
*CDS Buffer Stop Assembly	1	585	A/R	
CDS Rigging Kit	1	A/R	A/R	
Centerline Vertical Restraint Rail (CVR)	1 set	397	564	224

See note for less than full configuration.
*When specified by mission directive.
NOTE:For less than full configuration, use the following figures, as required.

					COMBINED		
CVR SECTION NUMBER	CONF #	WT	ARM	MOM	WT	ARM	MOM
Aft Ramp section #1	1	37					
Fwd Ramp section #2	2	36					
Aft Floor section #3	3	43			116	767	89
Main Floor section#4	4	56	640	36	172	726	125
Main Floor section #4	5	56	560	31	228	684	156
Main Floor section#4	6	56	480	27	284	644	183
Main Floor section#4	7	56	400	22	340	603	205
Fwd Floor section #5	8	28.5	340	10	368.5	583	215
Fwd Floor section #5	9	28.5	300	9	397	564	224

CVR sections #4 are interchangeable.
CVR sections #5 are interchangeable.

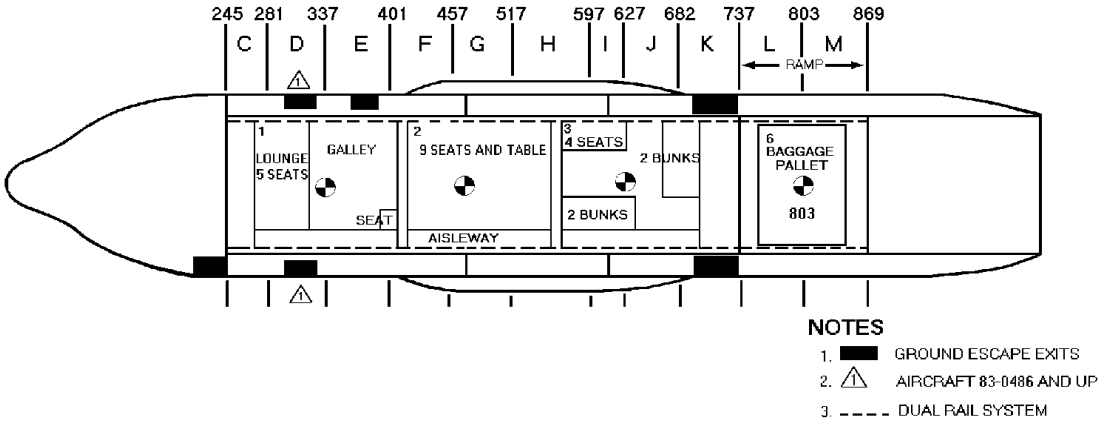


NOTES:

1. Individual A-22 containers, single stick up to 8 (48 by 48-inch) containers, or 7 (48 by 53-1/2-inch) containers, or double stick up to 16 (48 by 48-inch) containers, or 14 (48 by 53-1/2-inch) containers may be airdropped utilizing this configuration.
2. Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:
   a. The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW T.O. 1C-130A-9) system may be used in lieu of the BSA.
   b. When the weight of the containers exceed 26,650 pounds, additional restraint will be installed IAW T.O. 1C-130A-9, Section VIIC.
3. Centerline vertical restraint (CVR) must be installed after BSA is loaded. CVR is installed from aft to fwd and will be installed as required for the number of bundles being dropped. Minimum configuration requires at least section 3. See T.O. 1C-130A-9, Section VIIC for installation procedures.
4. Position anchor cable stops IAW T.O. 1C-130A-9, Section VII.
5. Seating availability is dependent on the number of containers loaded.
6. Combination drops may be made with up to 8 bundles dropped from one side of the CVR and up to 20 paratroopers dropped from the opposite side.
7. Time to configure is two persons, one hour.

Figure 3.26. CONFIGURATION DV-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	1	10	A/R	
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
Refer to Table 1.1 and 2.3.	A/R	A/R	A/R	A/R
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
DV Platforms		A/R		
Ramp Support	1	85	A/R	



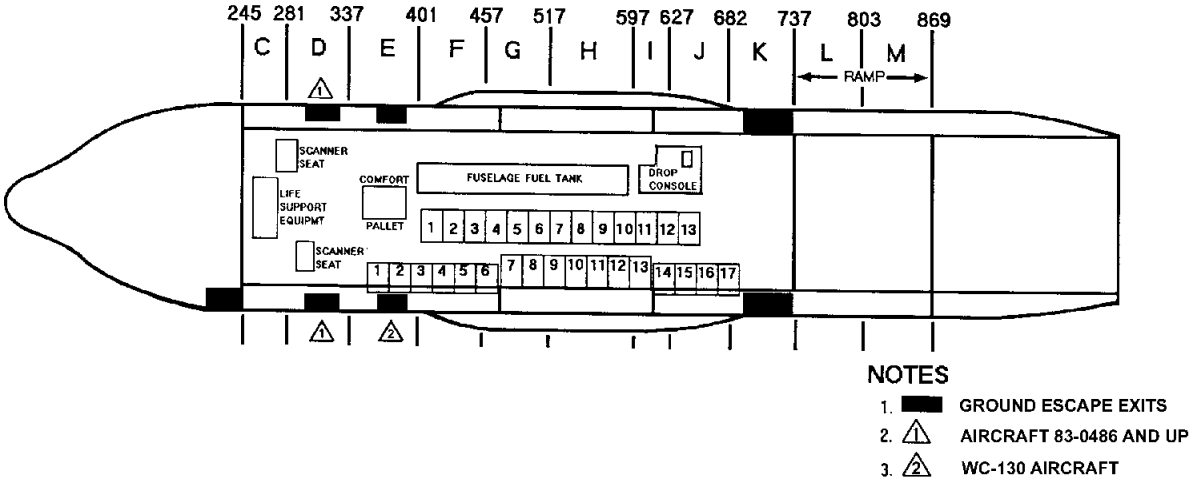
NOTES:

1. * Three 12-foot platforms may be connected together to form one unit.
2. Qualified personnel perform electrical system connection/checkout.
3. A safety aisle must be provided on the platforms.
4. Sixteen aft facing seats and two forward facing seats are normally installed in the units.
5. Individual unit weights will vary depending on type DV unit installed.
6. Time to configure two persons, two hours.

***NOTE:** Numerous variations of DV kits exist. Determine the type kit to be used when planning the mission.

Figure 3.27. CONFIGURATION WX-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT				
Refer to Table 1.1 and 2.3.	A/R	A/R	A/R	A/R
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT				
Dropwindsonde	A/R			



NOTE:

1. Seats 5-L and 6-L are unusable on some airplanes.

Figure 3.28. CONFIGURATION NASA-1.

Ref 5 of DD Form 365-4				
STEWARD EQUIPMENT	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit	A/R			
Ref 6 of DD Form 365-4				
EMERGENCY EQUIPMENT	QTY	WT	STA	MOM
In addition to equipment from **Table 1.1.**				
MB-1 Life Preserver (Casualty)	16	48	A/R	
EEBD	5	25	A/R	
Oxygen bottle, Portable	5	30	A/R	
Ref 7 of DD Form 365-4				
EXTRA EQUIPMENT	QTY	WT	STA	MOM
Ramp Support	1	85	A/R	
Cargo Winch	1	A/R	A/R	
Winch Power Cable	1	48/25	A/R	

NOTES:

1. This configuration supports search and rescue/medical evacuation missions in support of Trans-oceanic Abort Landing Sites (TAL) for space shuttle launches. It supports the medical evacuation of astronauts from the TAL site to a regional medical center, search and rescue operations to include the airdrop of pararescue personnel and their support equipment, and the prestaging of medical, pararescue, and fire response personnel to the TAL sites.
2. Configuration provides total of 16 litter spaces and 17 ACM/MEGP sidewall seats.
3. Prior to seat installation, remove main floor intermediate conveyor sections and secured under installed seats and litters.
4. For tailgate operations move outboard ramp conveyors to the inboard position and install anchor cables IAW T.O. 1C-130A-9.
5. Time to configure is two persons, one hour

MD Medical equipment storage bins

PJ Pararescue equipment storage bins

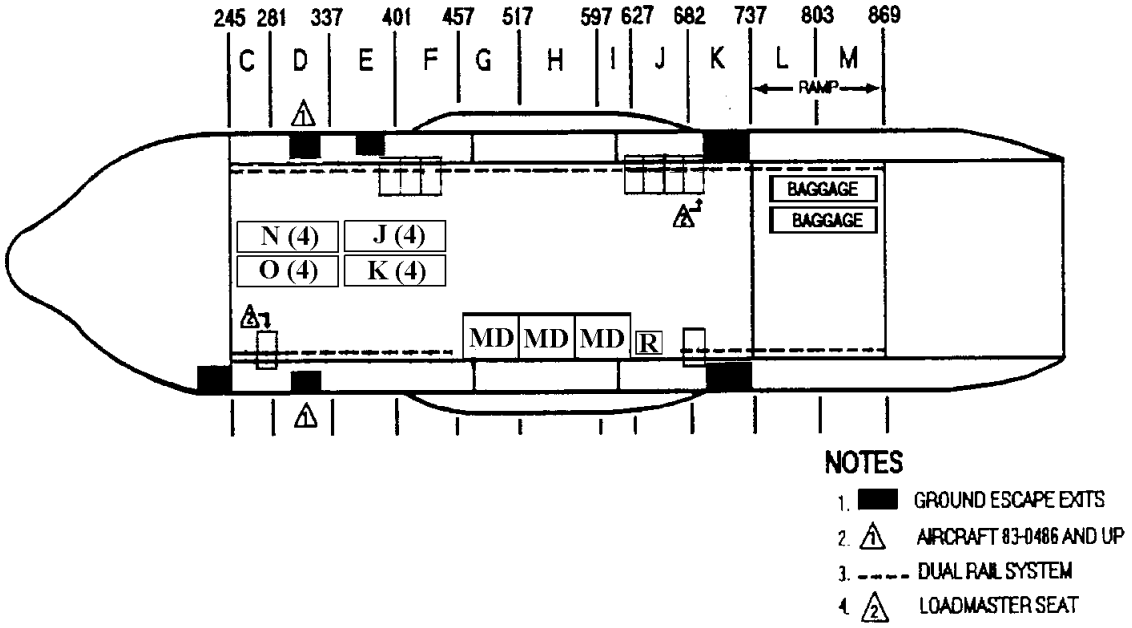
R Medical refrigerator

P Pyrotechnics (Flares for search and rescue)

RZ Rigging Alternate Method Zodiac (RAMZ)

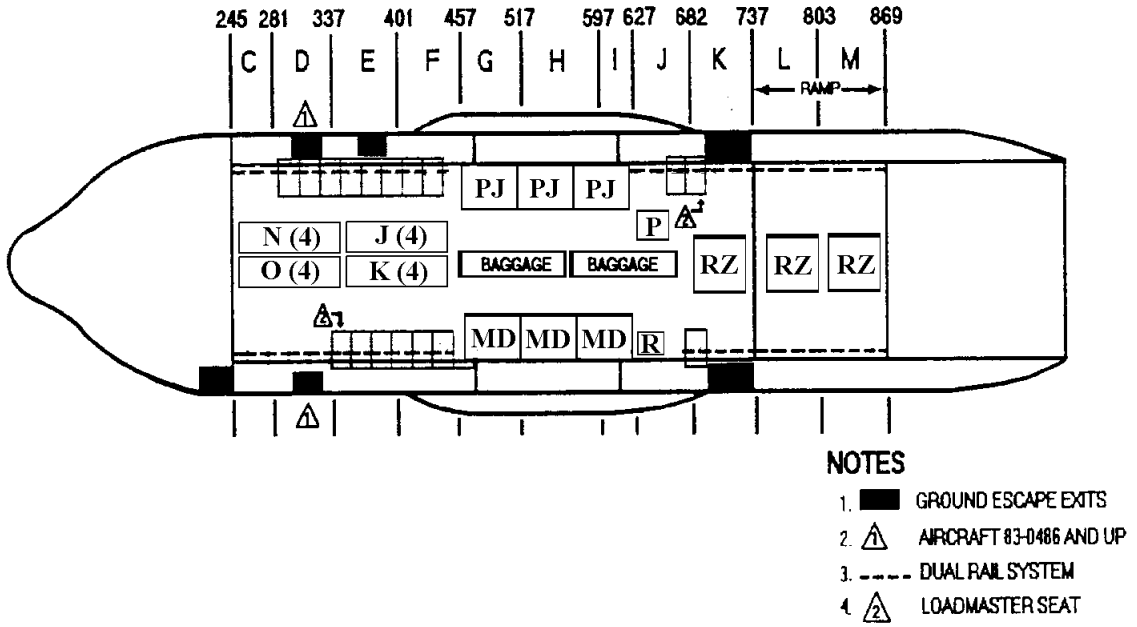
6. The following are the configuration floor plans for each stage of the NASA mission:
   a. Home station departure supporting deployment of medical and fire fighting personnel to the pre-staging base.

Figure 3.28.1. NASA Home Departure.



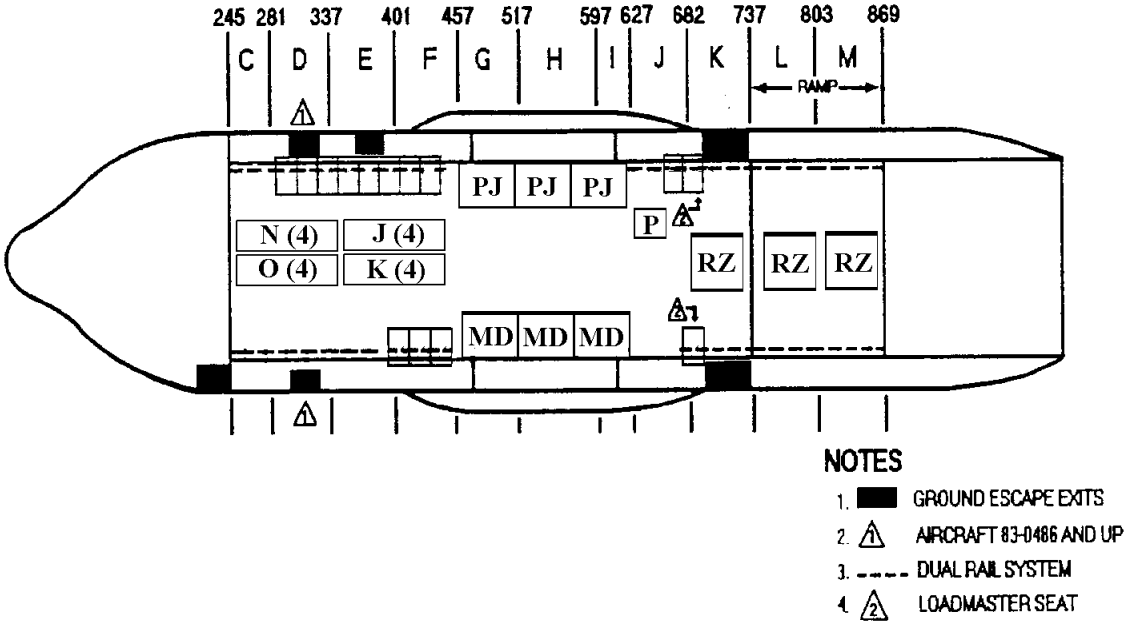
b. Pre-staging base departure to staging base deploying medical, fire fighting, and pararescue personnel and equipment including the onload of RAMZs to support search and rescue operations.

Figure 3.28.2. NASA Pre-Stage Base Departure.



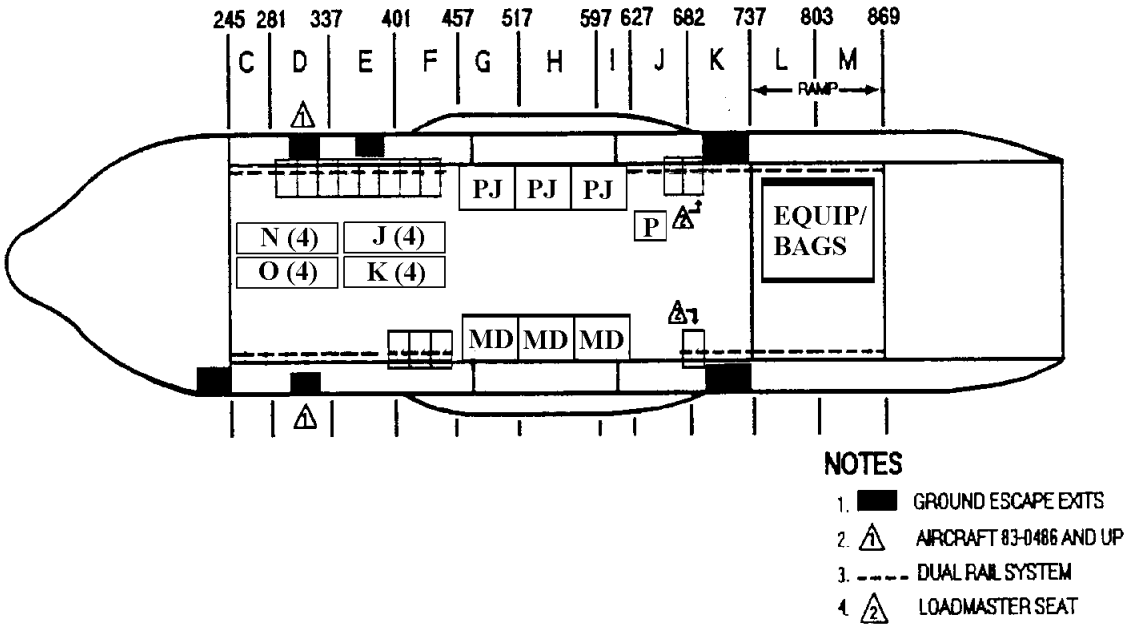
c. Configuration floor plan for the conduct of search and rescue operations which will include the airdrop of RAMZs and pararescue personnel.

Figure 3.28.3. NASA Search and Rescue Operations.



d. Configuration load plan to support medical evacuation of astronauts from the staging base to a regional medical center.

Figure 3.28.4. NASA Medical Evacuation of Astronauts.



Chapter 4

REFERENCE DATA

4.1. General. This chapter contains reference data to assist personnel in load planning.

4.2. Emergency Exits and Safety Aisles. Load aircraft in such a manner that the following emergency exits and safety aisles are available:

4.2.1. At least one cabin emergency exit is unobstructed.

4.2.2. At least one unobstructed emergency exit is available for each 20 passengers/troops. (This does not restrict overwater flights if the three overhead escape hatches are available for egress.) Litters and seats erected across an emergency exit are not considered as an obstruction.

4.2.3. When passengers are being airlifted, an unobstructed aisleway will be maintained in the wheel well (pallet positions 3 & 4) and ramp area (pallet position 6) to provide access to emergency exits. In the wheel well area the aisleway will be a minimum of 14 inches wide between the outer edge of the cargo and the aircraft and will begin at the cargo floor or dual rail outboard frame. Tiedown equipment (463L nets, straps, chains, and devices) shall not normally be considered an obstruction. The dual rail outboard frame provides 8 inches of the 14-inch requirement on the main cargo floor (**Figure 4.1.**). In the ramp area the aisleway will be a minimum of 8 inches beginning at the outboard edge of the dual rail outboard frame. The aisleway should normally be on the left side of the aircraft. If the aisleway is placed on the right side of the aircraft, then clearance to the right side of the aircraft must be maintained. Additionally, access to aft latrine facilities requires a 20-inch clear area on the forward left or right side of cargo loaded on the ramp. On C-130 E(H), and H (prior to 83-0486) the clear area must be on the left side of the pallet. On C-130H (83-0486 and up) the clear area must be on the right side of the pallet.

4.2.4. If the aisleway requirement in paragraph **4.2.3.** cannot be achieved on missions carrying crew only or mission-essential personnel (MEGP) authorized by operations order/plan or DIRMOBFOR, then an aisleway will be maintained in the wheel well area that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge of cargo and the aircraft beginning no higher than 60 inches above the floor/pallet/platform. The dual rail outboard frame provides 8 inches of this requirement on the main cargo floor (**Figure 4.1.**). MAJCOM/DO is authorized to waive this requirement based on DOV evaluation and recommendation.

4.2.5. During airdrop missions, loadmasters shall have access to the rear of the aircraft to accomplish tactical checklists.

4.2.6. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft. Loads in section VI of T.O. 1C-130A-9 are specific and do not require a waiver.

4.3. Miscellaneous Data. The following figures and tables are provided to aid in configuration planning, and weight and balance:

4.3.1. **Figure 4.1.**, Safety Aisles.

4.3.2. **Table 4.1.**, Standard Weights and Comfort Pallet Equipment.

Figure 4.1. Safety Aisles (Wheel Well Area W/Passengers).

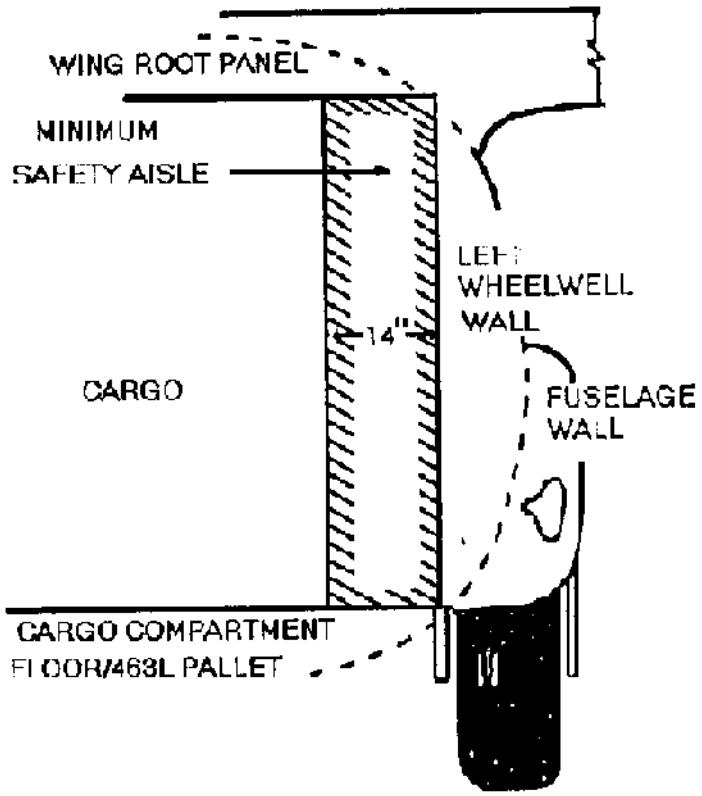


Figure 4.2. Safety Aisles (Wheel Well Area,Crew Only or Mission Essential Personnel).

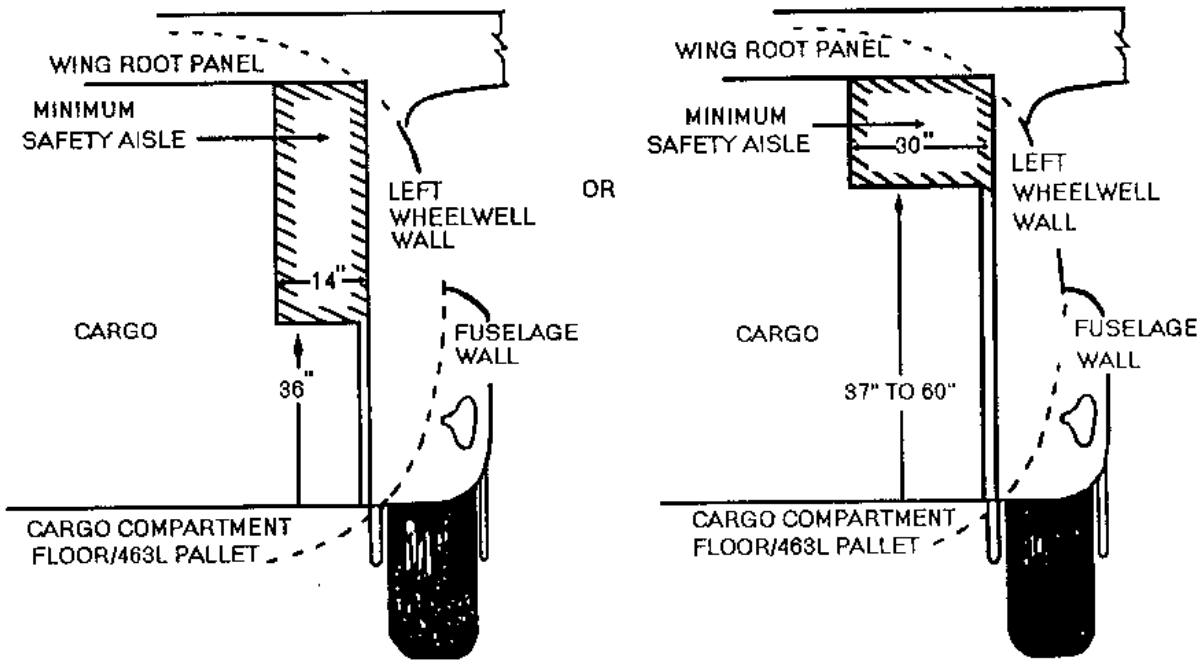


Table 4.1. Standard Weights.

Item	Weight/lbs.	
Crewmember (with professional gear)	200	
Passenger (without baggage)	175	
Patient, litter (without baggage)	201	
Patient, ambulatory (without baggage)	175	
	Training	**Combat**
Ground trooper with web gear and weapon	210	210
Ground trooper with carry-on baggage	210	210
Ground trooper with web gear, weapon, and rucksack	250	300
Ground trooper with combat equipment/tools	250	300
Ground trooper with web gear, weapon, rucksack, and duffel bag	350	400
Ground trooper with combat equipment/tools and duffel bag	350	400
Parachutist with web gear, weapon, and rucksack	300	350
Parachutist, Hollywood--no equipment or weapon	220	---
Parachutist, ramp and door (tailgate) operations	325	325
Rucksack	40	80
NOTE: Maximum weight for paratroopers (tailgate operations) is 325 pounds. All other personnel standard weights shown above are for planning purposes only. Actual weights will be used if known.		
Equipment		**Weight/lbs.**
Aircrew body armor		7
Air Transportation Galley/Lavatory (ATGL)		400
Anti-exposure suit CWU-16/P		6
Buffer stop assembly		585
Centerline vertical restraint (9-piece set)		397
Comfort pallet (serviced) (C-141)		3,740
Comfort pallet (unserviced) (C-141)		3,020
Comfort pallet (serviced) (C-5)		4,049
Comfort pallet (unserviced) (C-5)		3,325
Emergency escape breathing device (EEBD)/ protective breathing equipment (PBE)		5
Emergency passenger oxygen system (EPOS)		2
Hot cup		3
Life support equipment demonstration kit		5
Litter (air evac)		14
LPU, Adult/Child (AC) life preserver		3
LPU-10/P-2/P life preserver		3
LPU-6/P life preserver (infant cot)		4
LPU, MB-1 life preserver (casualty)		4
Liquid container w/contents ("M" compartment)		25
Liquid container w/o contents ("M" compartment		9
Mask, firefighter, smoke		3
Oxygen bottle, portable		6
Oxygen mask, 358-1506 Quick Don		3
Parachute (back) (With/Without high pressure bottle and personal lowering device)		32/27
Passenger oxygen kit (POK)		3
Passenger service kit		10
Personnel restraint harness, PCU 17/P		9
Portable therapeutic liquid oxygen (PTLOX) (Full/Empty)		80/55
Protective clothing kit		40
Pry bar		49
Ramp support (wooden)		85
Single/double lavatory on pallet		600/1,200
Snatch block (PN 7320110-3)		8
Survival kit, ML-4 (with LRU-16/P life raft)		19.5

Equipment	Weight/lbs.
Survival kit, ML-4 (with vacuum-packed LRU-21/P life raft)	20.5
Survival vest	13
Tiedown, chain, MB-1/CGU-4/E	7
Tiedown, chain, MB-2/CGU-3/E	20
Tiedown, device, MB-1/CGU-4/E	3.5
Tiedown, device, MB-2/CGU-3/E	6
Tiedown, strap, CGU-1/B	4
Water, container (2-gallon, Igloo (w/contents))drinking, per gallon	25
Water, container (5-gallon, Igloo (w/contents))	50
Water, drinking, per gallon	8
Winch, cargo, HCU-9/A	290
Winch, cargo, Hoover	249
Winch, cargo, Bulldog 41B	196
Winch, cargo, Bulldog 41BG	175
Winch, power cable (Bulldog, Hoover/HCU-9/A)	48/25

Table 4.2. Protective Armor.

Location	Weight	Station	Moments
Flight Station	1,140LBS	FS186	212
Nose Wheel Well and LOX Bottle	215 LBS	FS 133	29
Cargo Compartment	250 LBS	*FS 720	*180
***NOTE*:** This table shows the cargo compartment armor installed on the troop doors. If the armor is re-located to provide protection for a two-man seat, moments must be recalculated.			

Table 4.3. Dual Rail Lock And Seat Stanchion Location.

LOCK NUMBER	FS LOCATION E and H
1	310
2	350
3	390
4	430
5	470
6	510
7	550
8	590
9	630
10	670
11	710
STANCHION NUMBER	FS LOCATION E and H
1	257
2	328
3	388
4	448
5	509
6	569
Ladder	629-649
7	689
8	729
NOTES: 1. Seat bottom extension adds 9 3/4" when installed 2. Seat back extension adds 7" when installed	

Chapter 5

DD FORM 365-4 INSTRUCTIONS C-130 SERIES AIRCRAFT

5.1. Introduction. This chapter provides instructions for computation and completion of DD Form 365-4 (Weight and Balance Clearance Form F). The Form F will be computed by using simplified moments. All entries and signatures must be legible.

5.2. Load Planning. The cargo load must be planned so that the center of gravity of the loaded aircraft will be within the specified forward and aft limits for any given operating condition. Consideration must also be given to offload sequence, aircraft limitations, and emergency jettisoning. Math, charts contained in T.O. 1C-130X-5, and aircraft load adjuster (slipstick) are tools which may be used for load planning. When the fuel load is unknown, load plan for a 20-22 percent of MAC zero fuel.

5.3. General Instructions. These instructions apply to Forms F using simplified moments. Entries on the form may be either typed, handwritten, or computer entered.

5.3.1. DD Form 365-4 Heading. Enter date, mission number, aircraft type, serial number, departure and destination station (name or ICAO identifier), home station of aircraft, and pilot's rank and last name.

5.3.2. Limitations Column. Enter the appropriate weight and CG limits for the planned mission using the following criteria: the maximum gross weight and center of gravity limits specified in T.O. 1C-130X-1 will not be exceeded. Gross weights may also be limited by operating conditions; i.e., obstacle clearance, rate of climb, weather conditions, altitude, runway/taxiway bearing capacity, or any other published restrictions. The pilot/flight engineer will inform the loadmaster of any gross weight restrictions prior to mission planning so an accurate ACL may be obtained.

5.3.2.1. Takeoff. Unless other restrictions are imposed, use 155,000 pounds for C-130E/H, 124,200 for C-130A and subtract total aircraft weight (reference 12).

5.3.2.2. Landing. Unless other landing restrictions, such as assault landing, are imposed, use 155,000 pounds for C-130E/H, 124,200 for C-130A and subtract operating weight plus estimated landing fuel (references 9 and 23).

5.3.2.3. Limiting Wing Fuel. Computed IAW Limiting Wing Fuel Chart in this attachment or T.O. 1C-130X-1, section V, for takeoff and landing. The most restrictive weight will be used.

NOTES:

The limiting wing fuel chart in this attachment is based on a 2.5 G maneuver load factor with indicated airspeed restrictions outlined in area "C" of the flight manual limitation charts. Specific mission requirements exceeding area "C" limitations must be computed by the aircrew using the appropriate flight manual weight limitations chart.

Enter the allowable gross weight for limiting wing fuel and subtract the operating weight (reference 9) to determine limiting wing fuel allowable load. For WC-130 aircraft, after subtracting any fuselage tank fuel from the limiting wing fuel allowable load, enter the smallest of the three figures as ACL in the remarks section.

5.3.3. Permissible CG Takeoff and Landing. Compute the forward and aft center of gravity limitations using the center of gravity table in the appropriate T.O. 1C-130X-5. Leave the block entitled "Permissible CG Zero Fuel Wt" blank.

5.3.4. Signature Blocks:

5.3.4.1. Computed by: signature, rank, and organization.

5.3.4.2. Weight and Balance Authority: Leave blank.

5.3.4.3. Pilot: Signature on original and duplicate.

5.4. Instructions for Moment Form F. Use applicable T.O. 1C-130X-5, Chart E.

5.4.1. Reference 1. Enter basic weight and moment from the last entry of the certified copy of DD Form 365-3 (Chart C) in the aircraft weight and balance handbook.

5.4.2. Reference 2. Leave blank.

5.4.3. Reference 3. Enter the number of crewmembers, locations, weight, and moment from crew/cargo compartment tables.

5.4.4. Reference 4. Enter crew baggage by location. Determine weight and moment.

5.4.5. References 5, 6, and 7. Determine amount of equipment on board and enter by location. Determine weight and moment.

5.4.6. Reference 8. Leave blank.

5.4.7. Reference 9. Total of references 1 through 8.

5.4.8. Reference 10. Enter total takeoff fuel and determine moments from fuel moment charts.

NOTE:

In the remarks section, enter a breakdown of takeoff fuel weight for each tank to the nearest 100 pounds and moments using the fuel moment charts contained in the applicable T.O. 1C-130X-5. An alternate method of computing fuel moments is accomplished by multiplying the total fuel by .552. When using the alternate method of computing fuel moments, a breakdown of takeoff fuel weight for each tank to the nearest 100 pounds will be entered in the remarks section.

5.4.9. Reference 11. Leave blank.

5.4.10. Reference 12. Total of references 9 and 10.

5.4.11. Reference 13. Distribution of Allowable Load (Payload).

5.4.11.1. Enter weight of cargo pallets, vehicles, rolling stock, floor-loaded cargo, etc., by determining the fuselage station of the cargo center of balance. Large items will be listed separately. Items loaded side by side may be combined. General cargo may be compartment loaded. Determine moment.

5.4.11.2. Enter number and weight of passengers/troops/litters using either a compartment centroid or each individual's weight by location centroid. Determine moment.

5.4.11.3. Enter weight of airdrop platform(s) by individual centroid location. CDS containers may be entered by compartment centroid or individual container centroid. Determine moment.

NOTE:

During engine running onloads or when planned ground times preclude use of procedures in paragraph **5.4.11.1.** through **5.4.11.3.**, a combined load C/B may be used if a validated load plan is presented.

5.4.11.4. The total load weight and moment of reference 13 will be entered in reference 15 as subtotals.

NOTE:

The total weight of reference 13 shall not exceed the smallest allowable load determined by the limitation block.

5.4.12. Reference 14. Compute and enter zero fuel weight and zero fuel moment by adding references 9 and 15. Zero fuel percent of MAC is not required, but may be helpful when targeting a 20-22 zero fuel percent of MAC.

5.4.13. Reference 15. Subtotals; enter totals from reference 13.

5.4.14. Reference 16. Total of references 12 and 15.

5.4.15. Reference 17. Enter the takeoff CG in percent of MAC.

5.4.16. Reference 18. When applicable, enter correction from computations in corrections column.

NOTE:

Computations in the correction column may require correction of the zero fuel figures, but is not mandatory.

5.4.17. Reference 19. Adjustments after weight or moment from reference 18 is either added or subtracted to/from reference 16.

5.4.18. Reference 20. Enter corrected CG in percent of MAC, as required.

NOTE:

References 18, 19, and 20 will be left blank if corrections are not required.

5.4.19. Reference 21. Enter figures from reference 14.

5.4.20. Reference 22. If required, subtract airdrop load weight and moment from reference 21 or changes in corrections column and enter as adjusted zero fuel weight/moment on first blank line in reference 22. First blank line title will read, “ADJ ZFW/M”.

5.4.21. Reference 23. Enter landing fuel weight and moment, obtained by determining estimated amount of fuel remaining in tanks for landing. Moment can be determined by using fuel charts in the applicable T.O. 1C-130X-5, or by multiplying the total fuel on board by .552.

5.4.21.1. In the remarks section, enter a breakdown of landing fuel weight for each tank to the nearest 100 pounds and moments using the fuel moment charts contained in the applicable T.O. 1C-130X-5.

5.4.21.2. An alternate method of computing fuel moments is accomplished by multiplying the total fuel by .552. When using the alternate method of computing fuel moments, a breakdown of landing fuel weight for each tank to the nearest 100 pounds will be entered in the remarks section.

5.4.21.3. When flight plan fuel weights are not available, use the following criteria to compute fuel burnoff. (PPH = pounds per hour.)

5.4.21.3.1. 4,500 PPH - normal flight at altitude

5.4.21.3.2. 5,000 PPH - low level

5.4.21.3.3. 6,000 PPH - first hour of flight (climbout)

5.4.22. Reference 24. Total of references 21 and 23 or 22 and 23.

5.4.23. Reference 25. Enter the landing CG in percent of MAC.

5.4.24. Remarks Block. A/R.

5.4.25. Load adjuster number block. Leave blank.

Figure 5.1. Weight and Balance Clearance Form F - Transport Example.

WEIGHT AND BALANCE CLEARANCE FORM F - TRANSPORT
(Use reverse for tactical missions)

FOR USE WITH T.O. 1-1B-40, NAVAIR 01-1B-40, AND TM-55-1500-342-23

Form Approved OMB No. 0704-0188

Public reporting burden for this collection of information is estimated to average 10 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.

DATE (YYMMDD) 99 04 15 | AIRCRAFT TYPE C-130H | FROM PEORIA, IL | HOME STATION LITTLE ROCK AFB, AR

MISSION UJR1313TF | SERIAL NO. 93-1037 | TO HOWARD AFB, PN | PILOT MAJ GERVING

REMARKS T/O

OB 16.0 - 8725
IB 14.0 - 7771
AUX 10.0 - 5569
PYL 7.0 - 3861
47.0 25926

OR

OB 16.0
IB 14.0
AUX 10.0
PYL 7.0
47.0 X.552=25944

LANDING

OB 10.5 - 5733
IB 8.5 - 4722
19.0 - 10455

OB 10.5
IB 8.5
19.0 X .552=10488

REF	ITEM	WEIGHT	INDEX OR MOM/1000
1	BASIC AIRCRAFT (From Chart C)	83527	441.21
2			
3	CREW (No.) 6 (4B-2D)	1200	2.52
4	CREW'S BAGGAGE C	300	7.9
5	STEWARD'S EQUIPMENT C+M	75	2.6
6	EMERGENCY EQUIPMENT D+E	687	2.20
7	EXTRA EQUIPMENT C	273	7.2
8			
9	OPERATING WEIGHT	86062	447.70
10	TAKEOFF FUEL (Gal.)	47000	259.26
11	WATER INJ.		
12	TOTAL AIRCRAFT WEIGHT	133062	706.96

LOAD ADJUSTER NUMBER

CORRECTION/MOST FWD/MOST AFT

13 DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD)

14 ZERO FUEL WT 96117
ZERO FUEL WT INDEX OR MOM 50204
ZERO FUEL % M.A.C.

COMPT OR ARM	ITEM	CHANGES (+ or -) WEIGHT	CHANGES (+ or -) INDEX OR MOM/	PASSENGERS NO.	PASSENGERS WEIGHT	COMPT OR ARM	CARGO	CARGO	COMPT OR ARM	WEIGHT	INDEX OR MOM/1000
				3	525	D				5225	1162
309	SATB	+60	+19								
									470	42500	1998
									620	52800	3274
TOTAL WEIGHT REMOVED		0	0								
TOTAL WEIGHT ADDED		60	19								
NET DIFFERENCE		+60	+19								

LIMITATIONS

CONDITION	TAKEOFF	LANDING	1 FUEL
ALLOWABLE GROSS WEIGHT	155000	155000	108000
TOTAL AIRCRAFT WT. (Ref. 12)	133062	[illegible]	[illegible]
(Ref. 9) + (Ref. 23)	[illegible]	105062	[illegible]
OPERATING WT. (Ref. 9)	[illegible]	[illegible]	86062
ALLOWABLE LOAD (Ref. 13) (use smallest figure)	21938	49938	21938

1 Zero Fuel or Limiting Wing Fuel

PERMISSIBLE C.G. TAKEOFF	FORWARD 23.0%	AFT 29.0%	
PERMISSIBLE C.G. LANDING	FORWARD 16.0%	AFT 29.0%	
PERMISSIBLE C.G. ZERO FUEL WT	FORWARD	AFT	

COMPUTED BY SIGNATURE Thomas C Finn CMS HQ AMC

WEIGHT AND BALANCE AUTHORITY SIGNATURE

PILOT SIGNATURE Mitchell K Gerving

15	SUBTOTALS	10055 / 5434
16	TAKEOFF CONDITION (Uncorrected)	143117 / 761.30
17	TAKEOFF C.G. IN % M.A.C. OR IN	27.1%
18	CORRECTIONS (If required)	60 / 1.9
19	TAKEOFF CONDITION (Corrected)	143177 / 761.49
20	TAKEOFF C.G. IN % M.A.C. OR IN	27.1%
21	ZERO FUEL WT (Ref. 14)	96117 / 502.04
22	LESS AIR DROP LOAD	9530 / 527.2
	ADJ ZFW/M	86587 / 443.32
23	ESTIMATED LANDING FUEL	19000 / 104.55
24	ESTIMATED LANDING CONDITION	105587 / 547.87
25	ESTIMATED LANDING C.G. IN % M.A.C. OR IN	22.6%

DD Form 365-4, APR 89 (EF-V4) Previous editions are obsolete. Designed using Perform Pro, WHS/DIOR, Dec 94

Table 5.1. Limiting Wing Fuel Table.

1. This table may be used to determine the maximum limiting wing fuel ACL for a given fuel load when in primary or secondary fuel management. Table weights are expressed in thousands. When using this chart, round off takeoff and landing fuel to the lowest thousand pounds, subtract the remaining fuel from the charted base weight to arrive at the corrected base weight. The following example is provided:
Takeoff fuel is 25,800 pounds, round off fuel to 25,000, at 25,000 pounds of fuel chart base weight is 130,000 subtract remaining fuel, 800 pounds, corrected base fuel weight is 129,200 pounds.
Use this procedure for both takeoff and landing fuel. Enter the most restrictive weight in the fuel block in the limitations column.

NOTE: This chart may be used under normal operations. If for any reason the aircraft is restricted, or operating at overload gross weights, then the appropriate charts in T.O. 1C-130X-1, section V, must be used to determine ACL.
NOTE: The following fuel loading will satisfy the minimum requirements for primary fuel management. Outboard main tanks, 7,500 pounds each. Inboard main tanks 6,900 pounds each. Outboard main tanks must contain 500 to 1,000 pounds more fuel per tank than inboard main tanks. Any additional fuel required will be put in the auxiliary and pylon tanks.

2. Both takeoff and landing conditions must be calculated. The most restrictive will be used on the Form F.

C-130 E/H WING LIMITING FUEL (PRIMARY FUEL)

TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT
8	125	26	129	44	111
9	125.5	27	128	45	110
10	126	28	127	46	109
11	126.5	29	126	47	108
12	127	30	125	48	107
13	127.5	31	124	49	106
14	128	32	123	50	105
15	128	33	122	51	104
16	128.5	34	121	52	103
17	129	35	120	53	102
18	129	36	119	54	101
19	129.5	37	118	55	100
20	130	38	117	56	99
21	130	39	116	57	98
22	130	40	115	58	97
23	130	41	114	59	96
24	130	42	113	60	95
25	130	43	112		

INSTRUCTIONS FOR PRIMARY
1. Determine total takeoff and landing fuel (excluding fuselage fuel)
2. Find base weight in table 5.1.
3. Enter base weight in DD Form 365-4 limitations column under fuel
4. Subtract operating weight to find ACL

C-130E/H WING LIMITING FUEL (SECONDARY FUEL)			
MAIN TANK FUEL (OB + IB)	BASE WEIGHT	MAIN TANK FUEL (OB + IB)	BASE WEIGHT
8	133	21	151
9	134.5	22	152
10	136	23	153
11	137.5	24	154
12	139	25	155
13	140.5	26	155
14	142	27	155
15	143	28	155
16	144.5	29	155
17	146	30	155
18	147.5	31	155
19	149	32	155
20	150	33	155

INSTRUCTIONS FOR SECONDARY

1. Determine main tank (OB + IB) fuel for takeoff and landing.
2. Find base weight.
3. Subtract total fuel (excluding fuselage fuel) from base weight to find adjusted base weight.
4. Enter adjusted base weight on DD Form 365-4 limitations column under fuel.
5. Subtract operating weight to determine ACL.

Table 5.2. Paratrooper Loading Tables.

TAP-1 CONFIGURATION								
COMP	ARM	TROOPS	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C	263	4	880	231	1200	316	1400	368
D	309	9	1980	612	2700	834	3150	973
E	369	11	2420	893	3300	1218	3850	1421
F	429	9	1980	849	2700	1158	3150	1351
G	487	9	1980	964	2700	1315	3150	1534
H	557	6	1320	735	1800	1003	2100	1170
I	612	2	440	269	600	367	700	428
J	655	10	2200	1441	3000	1965	3500	2293
K	710	4	880	625	1200	852	1400	994
TOTALS		64	14080	6619	19200	9028	22400	10532

NOTES:

1. Load C/B for a full load is FS470
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Two safeties in G compartment (single seats).
4. Seatbelts on 24-inch configuration.

A*TAP-1 CONFIGURATION

COMP	ARM	TROOPS	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
E	369	10	2200	812	3000	1107	3500	1292
F	429	9	1980	849	2700	1158	3150	1351
G	487	9	1980	964	2700	1315	3150	1534
H	557	6	1320	735	1800	1003	2100	1170
I	612	2	440	269	600	367	700	428
J	655	10	2200	1441	3000	1965	3500	2293
K	710	4	880	625	1200	852	1400	994
TOTALS		50	11000	5695	15000	7767	17500	9062

NOTES:

1. Load C/B for a full load is FS 518
2. Two loadmasters (one in E and one in K compartments) not included in this table.
3. Two safeties in G compartment (single seats)
4. Seatbelts on 24-inch configuration.

TAP-2 CONFIGURATION

COMP	ARM	TROOPS	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C	263	4	880	231	1200	316	1400	368
D	309	12	2640	816	3600	1112	4200	1298
E	369	10	2200	812	3000	1107	3500	1292
F	429	6	1320	566	1800	772	2100	901
G	487	5	1100	536	1500	731	1750	852
H	557	8	1760	980	2400	1337	2800	1560
I	612	2	440	269	600	367	700	428
J	655	6	1320	865	1800	1179	2100	1376
K	710	1	220	156	300	213	350	249
TOTALS		54	11880	5231	16200	7134	18900	8324

NOTES:

1. Load C/B for a full load is FS 440.
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Two safeties in G compartment (single seats).

A*TAP-2 CONFIGURATION

COMP	ARM	TROOPS	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
D	309	6	1320	408	1800	556	2100	649
E	369	6	1320	487	1800	664	2100	775
F	429	6	1320	566	1800	772	2100	901
G	487	5	1100	536	1500	731	1750	852
H	557	8	1760	980	2400	1337	2800	1560
I	612	2	440	269	600	367	700	428
J	655	6	1320	865	1800	1179	2100	1376
K	710	1	220	156	300	213	350	249
TOTALS		40	8800	4267	12000	5819	14000	6790

NOTES:

1. Load C/B for a fuel load is FS 485.
2. Two loadmasters (one in D and one in K compartments) not included in this table.

TAP-3 CONFIGURATION								
COMP	ARM	TROOPS	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C	263	2	440	116	600	158	700	184
D	309	6	1320	408	1800	556	2100	649
E	369	6	1320	487	1800	664	2100	775
F	429	6	1320	566	1800	772	2100	901
G	487	5	1100	536	1500	731	1750	852
H	557	8	1760	980	2400	1337	2800	1560
I	612	2	440	269	600	367	700	428
J	655	6	1320	865	1800	1179	2100	1376
K	710	1	220	156	300	213	350	249
TOTALS		42	9240	4383	12600	5977	14700	6974

NOTES:
1. Load C/B for a full load is FS 474.
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

A*TAP-3 CONFIGURATION								
COMP	ARM	TROOPS	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
E	369	2	440	162	600	221	700	258
F	429	6	1320	566	1800	772	2100	901
G	487	5	1100	536	1500	731	1750	852
H	557	8	1760	980	2400	1337	2800	1560
I	612	2	440	269	600	367	700	428
J	655	6	1320	865	1800	1179	2100	1376
K	710	1	220	156	300	213	350	249
TOTALS		30	6600	3534	9000	4820	10500	5624

NOTES:
1. Load C/B for a full load is FS 536.
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

Table 5.3. Passenger Loading Tables

P-1 CONFIGURATION								
COMP	ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C	263	5	875	230	1050	276	1250	329
D	309	12	2100	649	2520	779	3000	927
E	369	12	2100	775	2520	930	3000	1107
F	429	12	2100	901	2520	1081	3000	1287
G	487	11	1925	937	2310	1125	2750	1339
H	557	16	2800	1560	3360	1872	4000	2228
I	612	8	1400	857	1680	1028	2000	1224
J	655	8	1400	917	1680	1100	2000	1310
K	710	8	1400	994	1680	1193	2000	1420
TOTALS		92	16100	7820	19320	9384	23000	11171

NOTES:
1. Load C/B for a full load is FS 486
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

P-1 CONFIGURATION								
COMP	ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C	263	5	1500	395	1750	460	2000	526
D	309	12	3600	1112	4200	1298	4800	1483
E	369	12	3600	1328	4200	1550	4800	1771
F	429	12	3600	1544	4200	1802	4800	2059
G	487	11	3300	1607	3850	1875	4400	2143
H	557	16	4800	2674	5600	3119	6400	3565
I	612	8	2400	1469	2800	1714	3200	1958
J	655	8	2400	1572	2800	1834	3200	2096
K	710	8	2400	1704	2800	1988	3200	2272
TOTALS		92	27600	13405	32200	15640	36800	17873

NOTES:

1. Load C/B for a full load is FS 486
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

A*P-1 CONFIGURATION								
COMP	ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
D	309	4	700	216	840	260	1000	309
E	369	12	2100	775	2520	930	3000	1107
F	429	13	2275	976	2730	1171	3250	1394
G	487	11	1925	937	2310	1125	2750	1339
H	557	16	2800	1560	3360	1872	4000	2228
I	612	5	875	536	1050	643	1250	765
J	655	12	2100	1376	2520	1651	3000	1965
K	710	7	1225	870	1470	1044	1750	1243
TOTALS		80	14000	7246	16800	8696	20000	10350

NOTES:

1. Load C/B for a full load is FS 518
2. Two loadmasters (one in D and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

A*P-1 CONFIGURATION								
COMP	ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
D	309	4	1200	371	1400	433	1600	494
E	369	12	3600	1328	4200	1550	4800	1771
F	429	13	3900	1673	4550	1952	5200	2231
G	487	11	3300	1607	3850	1875	4400	2143
H	557	16	4800	2674	5600	3119	6400	3565
I	612	5	1500	918	1750	1071	2000	1224
J	655	12	3600	2358	4200	2751	4800	3144
K	710	7	2100	1491	2450	1740	2800	1988
TOTALS		80	24000	12420	28000	14491	32000	16560

NOTES:

1. Load C/B for a full load is FS 518
2. Two loadmasters (one in D and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

CP-2 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	700	184	840	221	1000	263	1200	316	1400	368	1600	421
D 309	11	1925	595	2310	714	2750	850	3300	1020	3850	1190	4400	1360
TOTAL	15	2625	779	3150	935	3750	1113	4500	1336	5250	1558	6000	1781

NOTES:

1. Passenger load C/B for full load is FS 297.
2. One loadmaster in C compartment not included in this table.
3. Seatbelts on 20-inch configuration.

CP-3 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	700	184	840	221	1000	263	1200	316	1400	368	1600	421
D 309	12	2100	649	2520	779	3000	927	3600	1112	4200	1298	4800	1483
E 369	12	2100	775	2520	930	3000	1107	3600	1328	4200	1550	4800	1771
F 400	3	525	210	630	252	750	300	900	360	1050	420	1200	480
TOTAL	31	5425	1818	6510	2182	7750	2597	9300	3116	10850	3636	12400	4155

NOTES:

1. Passenger load C/B for full load is FS 335.
2. One loadmaster in C compartment not included in this table.
3. Seatbelts on 20-inch configuration.

CP-4 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	700	184	840	221	1000	263	1200	316	1400	368	1600	421
D 309	12	2100	649	2520	779	3000	927	3600	1112	4200	1298	4800	1483
E 369	12	2100	775	2520	930	3000	1107	3600	1328	4200	1550	4800	1771
F 429	12	2100	901	2520	1081	3000	1287	3600	1544	4200	1802	4800	2059
G 487	8	1400	682	1680	818	2000	974	2400	1169	2800	1364	3200	1558
TOTAL	48	8400	3191	10080	3829	12000	4558	14400	5469	16800	6382	19200	7292

NOTES:

1. Passenger load C/B for full load is FS 380.
2. Two loadmasters (one in C and one in G compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

CP-5 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	700	184	840	221	1000	263	1200	316	1400	368	1600	421
D 309	12	2100	649	2520	779	3000	927	3600	1112	4200	1298	4800	1483
E 369	12	2100	775	2520	930	3000	1107	3600	1328	4200	1550	4800	1771
F 429	12	2100	901	2520	1081	3000	1287	3600	1544	4200	1802	4800	2059
G 487	11	1925	937	2310	1125	2750	1339	3300	1607	3850	1875	4400	2143
H 557	14	2450	1365	2940	1638	3500	1950	4200	2339	4900	2729	5600	3119
I 612	1	175	107	210	129	250	153	300	184	350	214	400	245
TOTAL	66	11550	4918	13860	5903	16500	7026	19800	8430	23100	9836	26400	11241

NOTES:

1. Passenger load C/B for full load is FS 426.
2. Two loadmasters (one in C and one in I compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

A*CP-5 CONFIGURATION													
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
D 309	1	175	54	210	65	250	77	300	93	350	108	400	124
E 369	11	1925	710	2310	852	2750	1015	3300	1218	3850	1421	4400	1624
F 429	12	2100	901	2520	1081	3000	1287	3600	1544	4200	1802	4800	2059
G 487	11	1925	937	2310	1125	2750	1339	3300	1607	3850	1875	4400	2143
H 557	18	3150	1755	3780	2105	4500	2507	5400	3008	6300	3509	7200	4010
I 612	3	525	321	630	386	750	459	900	551	1050	643	1200	734
TOTAL	56	9800	4678	11760	5614	14000	6684	16800	8021	19600	9358	22400	10694

NOTES:

1. Passenger load C/B for full load is FS 477.
2. Two loadmasters (one in E and one in I compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

Table 5.4. Minimum Passenger Drinking Water Quantity (Gallons) By Flight Time.

NUMBER OF PERSONNEL	SIX HOURS OR LESS	SIX TO NINE HOURS	NINE TO 12 HOURS
20	5	5	5
25	5	5	7
30	5	6	8
35	5	7	9
40	5	8	10
45	6	9	12
50	7	10	13
55	7	11	14
60	8	12	15
65	9	13	17
70	9	14	18
75	10	14	19
80	10	15	20
85	11	16	22
90	12	17	23

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